

# THE Hongkong Weekly Press

AND

## China Overland Trade Report.

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### BIRTH.

At Government Civil Hospital, on the 5th inst., the wife of A. WATSON, assistant Inspector of Markets, of a daughter.

### MARRIAGES.

On the 26th September, at H.B.M.'s Consulate for Hyogo and Osaka, by A. E. Wileman, Esq., H.B.M.'s Acting Consul, and afterwards at All Saints' Church, Kobe, by the Rev. H. J. Fos, M.A., assisted by Rev. G. H. Davies and Rev. W. R. Gray. ROSE MARQUITE ADELINE MANCINI, step-daughter of A. DREWELL, Esq., to WILLIAM KERR, fourth son of JAMES KERR, Esq., of Hollywood, county Down, Ireland.

At Shanghai, on the 29th September, at St. Joseph's Church, by the Reverend P. C. Frit, S. J. PAUL JEAN, second son of Charles Auguste DE HEES, of Brussels, to ANNA HARRIETTE, only daughter of Arthur Edward KNIGTS, of Shanghai.

### DEATHS.

At the Shanghai General Hospital, on the 24th September, 1898, JULIA, the beloved wife of E. HAMILTON, aged 38 years, deeply regretted by all who knew her.

On the 25th September, at Yokohama, DAVID GORDON, a native of Montrose, Scotland, and officer in the N.Y.K., aged 48 years.

At Old Ningpo Wharf, Shanghai, on the 27th September, 1898, the infant son of GUY and MINNIE BIDWELL.

On the 1st October, at the Peak, EDGAR HAROLD, the beloved infant son of HAROLD and HILDA MAUDE BAXTER, aged 11 months and 18 days.

### ARRIVALS OF MAILS.

The American mail of the 3rd September arrived, per O. & O. steamer *Belgic*, on the

2nd October (29 days); and the Canadian mail of the 13th September arrived, per C. P. R. steamer *Empress of China*, on the 5th October (22 days).

### EPITOME OF THE WEEK.

A naturalized American named Flanagan has been arrested at Chemulpo in connection with the murder of Mr. Lake.

Major-General D. J. Subotich, late Military Governor of Ussuri Territory, Vladivostock, has been appointed Governor of Port Arthur.—*N. C. Daily News*.

The *Esmeralda*, which arrived at Hongkong from Manila on the 4th October, had a very full passenger list. Admiral Montojo and family are amongst those who arrived by her.

The Marquis of Tweeddale, the Chairman of the Eastern Extension Australasian and China Telegraph Co. and of the "Eastern" and the other Associated Companies, has been made a Knight of the Thistle.

The ceremony of proclaiming the "Philippine Independent Republic" took place at Malolos on the 29th September. The natives did their best to give *eclat* to the occasion and the utmost enthusiasm prevailed.

The *N. C. Daily News* is pleased to be able to contradict on the best possible authority the statement that the French Minister at Peking was opposing the increase of the pay of the staff of the Imperial Maritime Customs.

Some time ago a Chinese syndicate presented a petition to H.E. the Viceroy for permission to reclaim the water frontage at Canton. The petition was referred to the gentry and committee of the Yau Chai Hospital for investigation and report. From reliable sources we learn that as a result permission has been refused as the people of Canton are opposed to the scheme.

A telegram, dated the 26th September, has reached the *Straits Times*, announcing the arrival of Mr. Arnot Reid and his companions at Irkutsk. They left Peking, as already announced, on August 23rd, to take up their line of march of the Great Wall of China, and thence to follow the most direct practicable route traversing the Gobi desert. Of the conditions of their journeyings we are, of course, as yet uninformed; but the time taken over the distance is evidence that there have been no material delays. From Irkutsk the conditions of travelling are nowadays easy enough, all the way through to the journey's end.

The *N. C. Daily News* of the 4th October says:—Some very alarming reports were current about the settlement yesterday as to disturbances at Peking, for which there was no foundation. It is true that a telegram was received here from Peking on Sunday afternoon that mentioned some foreigners having been assaulted, but nothing serious could have happened for a telegram received yesterday from the same source made no mention at all of the *fracas* of the previous day. As regards the political situation we can state emphatically on the highest authority that no alarming or important news has been received, but on the contrary only assurances of a peaceful state of affairs.

Mr. Rounseville Wildman, Consul-General for the United States, informs us that he is in receipt of a cablegram from General Whittier, Collector of Customs at Manila, to the effect that the operation of the new tariff has been postponed until November.

Captain Wingate, of the 14th Bengal Lancers a cousin of the famous head of the Egyptian Intelligence Department, has come down to Shanghai from Peking, where he has been studying Chinese. After a visit to Ichang and the Gorges, he is about to make an overland journey from Hankow to Burma, taking the route through Hunan followed by Mr. A. R. Margary, a very interesting, but at the same time somewhat perilous journey.—*N. C. Daily News*.

Mr. Quincey, lately an Inspector in the Hongkong Police Force, was some time ago offered the appointment of Superintendent of Police at Changsha, and accepted it, but on a condition being subsequently imposed that he should wear Chinese dress he withdrew his acceptance. He has now been appointed by Taotai Tsai, of Shanghai, to be Superintendent of a Force being formed for the policing of Shanghai outside the Foreign Settlements. Mr. Quincey is to take charge of sixty Chinese constables and to engage twelve Sikhs and a Sikh instructor to go with him to Shanghai. We hear also that Mr. Stanton has been offered the post of Superintendent of Police in the new Settlement at Woosung.

In connection with the recent *coup d'etat* at Peking reference has been made to an alleged posthumous son of Tung Chih, who it is alleged the Empress-Dowager wishes to place on the throne. Concerning this mythical personage the *China Gazette* says:—This posthumous child was born of Tung Chih's widow two years after the death of that Emperor, his father, curiously enough, being one of those denizens of the palace who are supposed to be incapable of carrying on such intrigues. Anyway the so-called emuch Pih, whose name was popularly associated twenty-five years ago with that of Tung Chih's imperial widow, was afterwards caught and executed by Chao Yang, the famous Governor of Shantung, and the cause was never very clearly explained, though it was supposed to be because Pih had been guilty of indulging in indiscreet reminiscences of his imperial intrigue.

A correspondent of the *N. C. Daily News*, writing from Weihssien, Shantung, says:—During the past few days three different corps of prospectors from Tsingtao have passed through this city en route for the several coal fields, west and southwest. Among these were Herr Hildebrand, who has figured prominently in China for some years, and forming a distinct corps are Captain Castendyck of Berlin and Dr. Bruchrucker of Karlsruhe, who have just made a tour of the province in the interest of a German coal syndicate, and incidentally to ascertain the whereabouts and probable area and quality of any mineral deposits that may be of commercial interest. We hope that they may not be disappointed in the quality of coal in the several districts, for without good fuel the projected railway, as well as the port at Tsingtao, would fare ill indeed. A prominent German firm of Shanghai has already purchased a tract of bituminous coal lands within 10 miles of here.



## THE CHINESE AUTHORITIES AND THE KOWLOON CONCESSION.

(Daily Press, 4th October.)

The Kamtinhu deputation, in the apology tendered to the Colonial Government the other day for the insult and obstruction offered to the Kowloon Commission, said the people of the village had "no manners or education." The Acting Colonial Secretary—who is to be complimented on the sensible and effective manner in which he dealt with the deputation—considerately assured them that whoever was appointed to govern the territory would pay special attention to their education. But according to the statement of a correspondent published in our issue of yesterday, there are persons occupying much higher positions than the Kamtinhu villagers who stand in need of the particular kind of education to which Mr. SERCOMBE SMITH referred. The Provincial Authorities, it is said, while openly issuing the necessary instructions to the Sunon Magistrate with reference to the arrangements for handing over the territory, have given secret orders, probably instigated from Peking, to put all obstacles possible in the way of the transfer of government. The word accordingly went forth that the foreigners were going to dispossess the natives of their land and that it would be necessary to raise money for the purchase in Canton of arms to resist the incroachment of the foreigner when it took place. In accordance with this programme a subscription has been raised amongst the population of the district, who fear the loss of their title to the land, and over \$100,000 had been raised some weeks ago, all the rowdy characters in the surrounding district being encouraged to take hand in the disturbance when it comes off, on the taking over of the territory. We have every reason to believe that our correspondent is well informed on the subject and there is nothing intrinsically improbable in the designs he attributes to the officials. As we know, armed opposition was offered to the French at Kwangchauwan, and the occupation was not effected without some loss of life and a rather liberal use of corporal chastisement on the obstructionists. This was possibly owing in some measure to the French appearing on the scene before proper arrangements for the handing over of the territory had been made, including the notification of the change of government to the inhabitants, but it may also be supposed that the opposition was not displeasing to the officials. Indeed, it is said that Viceroy TAN was so averse to the handing over of the territory that he wished to resign his office in order to avoid having any connection with the transaction. If these are the sentiments of the Viceroy—and they will no doubt apply to Kowloon equally with Kwangchauwan—we may rest assured that the subordinate officials more immediately concerned will be nothing loth to give effect to them in so far as lies in their power, caring little, as our correspondent remarks, how much punishment the ignorant tools of their machinations may suffer so long as they can breed bad blood between the foreigner and those of their subjects who are to come under his rule, and thus render the task of government troublesome. If the people fall into the trap a few of them will probably lose their lives and more will suffer in other ways. From a military point of view any resistance the people might be able to offer would be contemptible, and would be brushed aside without trouble, but the bad

blood that would be created would for some time to come render the task of the civil officials appointed to administer the territory difficult. The Government, which has probably received information from other sources of the facts mentioned by our correspondent, will no doubt cause the necessary warnings to be conveyed to the Chinese authorities, so that the transfer may be effected quietly and under such conditions as will best contribute to the future orderliness of the new territory.

## THE PUBLIC WORKS ESTIMATES FOR 1899.

(Daily Press, 3rd October.)

The Estimates for 1899 embody an interesting programme of public works, but not all of the items are to be commenced during the year. The sum of \$400,000 is the estimated cost of the new Law Courts, but this is one of the works that is to be deferred. No doubt explanations will be given when the Estimates are considered by the Finance Committee, but we think this is a work which the public would be glad to see commenced at as early a date as may be found feasible, both because the new Law Courts are in themselves desirable and because the building in which the legal work is now conducted is urgently required in order to afford increased accommodation for the Post Office. Another work which is placed on the list for the first time, but which is not to be undertaken at once, is the new Clock Tower, the estimated cost of which is \$30,000. \$27,000 is entered as the estimated cost of purchase of houses for the accommodation of the police at the Central Station, but this also is included in the works not intended to be proceeded with in 1899. The Governor's Peak Residence is estimated to cost \$75,000, of which \$40,000 is put down as the estimated expenditure in 1899, but as we believe the site is not yet decided upon, and it will probably take Sir HENRY BLAKE some time to make up his mind on that much discussed point, we should think it doubtful whether the work will actually be commenced during the first year of the new Governor's administration. The Powder Magazine on Stonecutters' Island is to be proceeded with, the estimated cost of the work being \$50,000, and \$25,000 the estimated expenditure in 1899. Work on No. 7 Police Station is also to be proceeded with, the estimated expenditure for 1899 being \$50,000, out of a total estimated cost of \$65,000. "Road, Whanchai to Wongneichong, on account"—by which is presumably meant the road from Wanchai Gap to Wongneichong Gap—figures for \$30,000 as the estimated cost, the estimated expenditure for 1899 being \$10,000. It is satisfactory to find that this work, which will open up new residential areas on the heights besides being valuable from a military point of view and forming a pleasant walk, is to be proceeded with. There are a number of smaller public works chargeable to general revenue, of which some are to be completed during the year and others deferred. Residents in the Hill District will no doubt regret to notice that amongst the latter is the chair shelter at the Peak. Turning to the public works extraordinary chargeable to Water Account we find the following:—Water supply, Kowloon, estimated cost \$180,000, estimated expenditure to 31st December, 1898, \$126,000, estimated expenditure, 1899, \$15,000; Tytam water-works extension, estimated cost \$70,000, estimated expenditure to 31st December, 1898, \$66,000, and it is not intended to

further proceed with the work in 1899; City of Victoria and Hill District water-works, estimated cost \$267,000, estimated expenditure to 31st December, 1898, \$184,300, and \$70,000 is provided as the estimated expenditure in 1899. Under the heading of public works chargeable to the loan we find that the estimated cost to the Government of the Praya Reclamation has been increased from \$429,678 to \$478,222 on account of Government undertaking to carry out the work in front of dissenting lotholders' lots. \$362,600 is put down as the estimated expenditure to 31st December, 1898, and \$10,000 is entered as the estimated expenditure for 1899. The estimated cost of the reconstruction of Government piers has been increased from \$100,700 to \$215,000 on account of an iron pier 300 feet long being substituted for a masonry pier 90 feet long opposite Pedder's Street, and boat slip for the Harbour Master's use being provided. The estimated expenditure to the end of the present year is \$90,500, and the estimated expenditure for 1899 \$60,000. The improved design for Pedder's Wharf will command general approval and it is to be hoped the work may be proceeded with as rapidly as possible. The cost of gaol extension has been increased from \$96,000 to \$127,000 on account of the construction of worksheds and a new block of cells which were not contemplated under the original scheme. The estimated expenditure to 31st December, 1898, is \$105,000, and a further sum of \$19,700 is provided for 1899. The estimated cost of quarters for the gaol staff has been raised from \$33, to \$60,000, and a footnote informs us that this does not include a sum of \$50,0 paid for the resumption of inland lot 144 to provide a site for the quarters. The sewerage of Victoria, the estimate for which was \$282,500, is now practically completed, a sum of \$7,000 only remaining to be expended in 1899. There are a few minor items chargeable to the loan, namely, miscellaneous waterworks \$6,000, miscellaneous drainage works \$26,000, and swine depot \$10,000, the total estimated expenditure for 1899 chargeable to the loan being \$183,700. It appears, however, the estimated balance of the loan at the end of the present year is only \$167,775, so that there will be a small deficit on the cost of the works chargeable against it, which will presumably have to be made good from the general revenue, though that does not appear to be provided for in the Estimates. Now that the loan is so nearly exhausted it will soon become a question how the public works of the future are to be provided for: either there will have to be a great retrenchment in the expenditure under this heading (which, in view of the growing requirements of the colony, seems hardly possible), increased taxation, or another loan.

## TRAMWAYS FOR HONGKONG.

(Daily Press, 7th October.)

The public will have been pleased to learn, from Mr. LEIGH's letter published in our issue of Wednesday last, that the Syndicate that obtained an Ordinance in 1883 for the construction of tramways in this city is only waiting for the completion of the Praya Reclamation before commencing operations. Doubts exist, we believe, as to whether the Syndicate in question has now any legal existence, owing to the operation of the section of the Ordinance providing for the cesser of powers in certain events, and, moreover, the principal line which the Ordinance of 1883 authorised the



construction of is not the one which it is now proposed to construct, the proposed route having been transferred from Queen's Road to Des Vœux Road (the old Praya). From a legal point of view, therefore, it seems probable that a commencement will have to be made *de novo*, but it is none the less satisfactory to find that the remaining members of the original Syndicate are at last, after the lapse of fifteen years, prepared to go on with the project. In section 3 of the Ordinance the Hon. F. B. JOHNSON, Mr. F. D. SASSOON, Mr. C. V. SMITH, and Mr. W. K. HUGHES, "or the survivors or survivor, of them," were declared the promoters, and the powers conferred were vested in them. The original enterprise did not succeed in getting beyond the construction of the Peak Tramway, which was in fact an entirely separate undertaking with a different promoter and which was only included with the proposed low level tramways in one enactment as a matter of legal convenience, the rights of the nominal promoters under the Ordinance being immediately assigned to the real promoter, Mr. FINDLAY SMITH, who carried it through successfully. The low level scheme languished. Bad times set in which were unfavourable to the raising of capital, and subsequently the Praya Reclamation scheme took shape, bringing with it the belief that it would be better to wait until a new and wider road was available instead of proceeding with the authorised line along Queen's Road. In 1893, however, a party of Canadian capitalists put in an appearance and applied for the concession, being apparently willing to take the risk of running the line along Queen's Road, notwithstanding the prospective availability of the old Praya with its wider roadway. The original Syndicate, or its representatives, were willing to transfer their rights under the Ordinance, whatever those rights might be, and seemed anxious to do all in their power to further the enterprise. The Government, however, did not receive the proposals favourably: they were willing to sanction a tramway from Blue Buildings to Shaikiwan, but not a line running through the town, which was what the capitalists chiefly desired. The scheme, therefore, fell through, which caused some disappointment at the time, but it was perhaps as well that it was not proceeded with, seeing that Des Vœux Road, which is now almost ready, will afford a much superior route for the line. That the enterprise when undertaken will prove a financial success may be concluded from a glance at the great stream of traffic passing from east to west and west to east at all hours of the day. A correspondent, however, has drawn attention to the competition the line will have to meet in the shape of jinrickshas. This point was referred to in an article in this column on the 1893 project, in which it was remarked that there was no instance in Europe or America of tramways having to compete with twopenny cab fares, which is practically what they would have to do here, where the jinricksha takes the place of the cab and the legal fare is five cents for a quarter-of-an-hour's journey. Now, alas! five cents represents little more than a penny. We believe, however, that if the tramway can carry a passenger the same distance as a jinricksha for the same money it will command the bulk of the traffic, for, handy as the jinricksha is, it is not a vehicle that one would ordinarily select in preference to a well appointed tram car, and, moreover, jinrickshas are not always to be found when they are wanted.

#### MR. A. LITTLE ON THE OPEN DOOR AND SPHERES OF INFLUENCE.

(Daily Press, 5th October.)

Mr. ARCHIBALD LITTLE, who is now at home, has been requested by the editor of the *Contemporary Review* to give some account of "our own reputed sphere of influence" in China, the Yangtze Valley, and his contribution, which will be found exceptionally interesting, appears in the September number. Mr. LITTLE, as the pioneer of steam navigation on the Upper Yangtze and by virtue of long acquaintance with the region, is well qualified to describe the physical characteristics and the commercial potentialities of our reputed "sphere." On those points we are content to sit at Mr. LITTLE's feet; concerning his political reflections we join issue with him. "Although the Yangtze Valley affords us 'a magnificent sphere of influence if it is really to be regarded as ours,'" says Mr. LITTLE, "it must not be supposed that 'equally valuable regions are not to be found outside of it. Thus to the south of 'this region, which may be roughly described as lying between latitudes 28 deg. and 32 deg. North, we have, between 'latitudes 22 deg. and 28 deg. North, the 'five rich southern provinces of Fuhkien, 'Kwangtung, Kwangsi, Kweichow, and 'Yunnan, generally claimed as the French 'sphere, lying as they do to the north 'and west (sic) of the French possessions 'in Cochin-China and Annam." By whom is this region "generally claimed" as the French sphere? By a few hot headed French journalists, perhaps, but not formally by the French Government, we believe. Indeed, so far as Yunnan is concerned Great Britain and France have mutually agreed that neither shall claim any exclusive privileges, while as regards the southern provinces in general similar assurances of non-alienation have been given by China to Great Britain as to France. As regards Kwangtung in particular, that province is the hinterland of Hongkong and cannot be allowed to fall into the sphere of any foreign Power. Yet Mr. LITTLE's casual reference to it as well as to the other southern provinces as being "generally claimed as the French sphere" reads almost like a tacit admission of the claim.

In his concluding paragraph Mr. LITTLE says it is obvious that our "sphere of influence" is a pure mirage as long as it is not acknowledged by our rival Powers. The obviousness of that is indisputable. Mr. LITTLE then goes on to refer to overtures alleged to have been made by France and Russia to Lord ROSEBERY when he was Prime Minister with reference to the partition of China. "Lord ROSEBERY is reported to have scouted the idea *in toto*, 'whereupon the partition, in which he 'might have had a preponderant voice, 'goes on quietly without him." Reference having been made to the recent proceedings of Germany, Russia, and France, Mr. LITTLE says "The much-vaunted 'open door' has been rudely slammed in 'our face, and it is useless to worry more 'about it." How and when was the door slammed? Is there one single spot in China in which an article of British origin has been sold in which the same article cannot be as freely sold to-day? Is the establishment of open ports to be considered a slamming of the open door? Do we consider the establishment of Hongkong was a slamming of the open door in anybody's face? On the contrary we are accustomed to speak of our own efforts as having opened the trade of China to the world at large. But if

Hongkong is not a closed door can it be correct to speak of the free ports of Kiaochau and Talienwan as closed doors? They may throw political influence into the hands of our rivals, in fact cannot fail to do so, but closed doors they certainly are not. To be strictly accurate we should perhaps differentiate between the two ports named, since the formal declaration of the freedom of Talienwan has not yet been published, but that is merely a matter of time; the arrangements are pending, just as are our own arrangements with reference to the Kowloon territory.

Mr. LITTLE confesses himself a convert to the "spheres of influence" policy, but he seems to think that spheres of influence and the open door are antithetical terms, whereas they are quite compatible if by "open door" we understand simply an open door for trade and by "spheres of influence" spheres of political influence. Mr. LITTLE, however, with the enthusiasm of a convert, is prepared to accept spheres of influence in the widest acceptance of the term and without qualification of any kind. A strong sentimental regard for, if not admiration of, Chinese civilisation, coupled with a genuine liking for the people amidst whom he has spent his life, has, Mr. LITTLE says, ever led him to point out the value to the world of supporting the independence of China, and permitting as well as "aiding her to 'work out her reformation" in her own way, as the Japanese were allowed to do, and, as he feels convinced, China in time would have done. "But," he continues, "the Fates have decreed otherwise! What, 'then, should Britain now do? Clearly the 'course of a wise man, when he finds the 'front door irrevocably closed (for we 'surely cannot fight France, Russia, and 'Germany combined in order to force it 'open again, let alone the fact that these 'Powers have just as good a right to their 'opinion of the best way to mend 'cracked 'China' as we have to ours) is to try another way round. Thus we have now 'nothing but the 'sphere of influence' to fall 'back upon: if this is a mirage at the moment, it need not long remain so, provided 'our Government, with a united and determined nation to back it, will seriously 'tackle the problem and, not forgetting 'Bismarck's *do ut des*, not give it up until— 'by fair means if possible—our sphere in 'China is a firmly acknowledged fact, and 'not, as it is to-day, a subject for derision." With the making of our sphere in China a firmly acknowledged fact we cordially agree, but would go a step further and advocate that as Great Britain in her sphere will keep the door open to the trade of the world, so ought she to insist that her neighbours shall do the same in whatever spheres they may acquire, so that throughout the length and breadth of China trade may be open to all nations on equal terms.

#### THE CRISIS AT PEKING.

#### THE ALLEGATIONS AGAINST KANG YU-WEI.

#### CHANG YIN-HUAN BANISHED.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

SHANGHAI, 2nd October.

An edict issued by the Empress Dowager in the name of the Emperor states that Kang Yu-wei was just prevented heading an attempt to surround Eho Park, capture the Empress Dowager, and subvert the Manchu dynasty. Therefore Kang Yu-wei and his partisans are traitors and worthy of death.

Another edict banishes Chang Yin-huan to



Kashgaria on suspicion of being a partisan of Kang Yu-wei.

The Imperial journey to Tientsin has been abandoned.

The following special telegrams appear in the *N. C. Daily News*—

Peking, 24th September, noon.

As soon as the Empress-Dowager took over the reins of government, besides the order to arrest Chang Yin-huan and Kang Yu-wei, she commanded also that the Censor Sung Peh-lu should be cashiered.

Liang Chi-tsao (ex-Editor of *Chinese Progress*) has been cashiered of his brevet 6th rank and his literary degree of M.A. (*Chujen*). An order has also gone forth for his arrest and punishment.

His Majesty the Emperor at the head of his Princes, Nobles, and Ministers paid congratulatory obeisances to the Empress-Dowager in the Chingcheng Throne Hall, yesterday, the 23rd inst.

His Majesty the Emperor is all right and in good health. All rumours to the contrary have been disseminated by the members of the Kang faction.

The three Taotais Hsu Chien-ying, Wu Mao-ting (Woo Jim-pah), and Tuan Fang, who were appointed by Imperial edict Directors of the Bureaux of Commerce, Agriculture, and Mechanical Science, respectively, have been cashiered for styling themselves Imperial High Commissioners.

A certain ex-Secretary of Legation who presented on the 22nd instant a memorial containing suggestions of reform was immediately ordered to be cashiered and deported to his native city under official surveillance.

9 p.m.

An Imperial edict has been issued ordering the immediate arrest of sixteen persons connected with the Kang Yu-wei Reform Party. Amongst these are the names of Chang Yin-huan, Senior, Vice-President of the Board of Revenue and High Commissioner of the Bureau of Control of Railways and Mines; Hsu Chih-ching, acting Junior Vice-President of the Board of Rites; Liang Chi-tsao, ex-Editor of *Chinese Progress*; Wang Chao, the Secretary of the Board of Rites, whose famous memorial was the cause of the downfall of the two Presidents and four Vice-Presidents of his Board, three of whom were powerful Imperial clansmen; Sung Peh-lu, Chang Yuan-chi, Lin Hsio, Yang Jui, Tan Tze-lung, Liu Kuangti, etc., all of them said to be natives of Kwangtung or Kwangsi, and Censors, Hanlin, or Board Secretaries in rank.

At the Imperial Audience granted this morning to the Ministers of State, his Majesty the Emperor is alleged to have sat by the side of the Empress-Dowager, and that nothing seemed to be the matter with his Majesty.

An Imperial edict appoints Ho Nai-ying Governor of Moukden, Fengtien province, Lower Manchuria.

Peking, 28th September.

Marquis Ito will remain at Peking for several days longer than at first intended at the special request of the Chinese Ministers of State.

Great Britain, the United States, and Japan have avowed their intention to preserve the integrity of the Chinese Empire.

It is reported that the Chinese Government intend to alter the Mao-ching Throne-hall in the Imperial Palace and turn it into a Council room, with ten Ministers to advise the Throne on affairs of State.

Great Britain has stated that she has protected Kang Yu-wei on the ground that he is a political refugee. Should it transpire, however, that Kang has been guilty of other grave crimes the British authorities will turn him over to the Chinese Government for punishment.

The Secretary of the Punjom Mining Co. Limited, advises us that he has received the following telegram from the mines giving the result of the September clean-up:—The mill ran 27 days crushing 2,400 tons yielding 179 ounces of smelted gold. The cyanide plant ran 30 days treating 486 tons of tailings estimated to produce £150 (sterling). Generally the prospects are encouraging.

## KANG YU WEI IN HONGKONG.

The P. and O. steamer *Balaarat* from Shanghai, escorted by H.M.S. *Bonaventure*, arrived in Hongkong on the evening of the 29th Sept. with Mr. Kang Yu Wei aboard, the reform leader being accompanied by Sergeant Newsome, one Chinese coolie, and three Sikhs. On the vessel reaching Quarry Bay she was met by a police launch, to which Kang Yu Wei was transferred, instructions having been received here that he should be afforded police protection. By the police he was escorted to a safe place of residence, where he is carefully guarded against intruders.

## THE REBELLION IN SZECHUEN.

### CRITICAL POSITION OF CHUNG-KING.

[SPECIAL TELEGRAMS TO THE "DAILY PRESS."] SHANGHAI, 2nd October.

A native telegram states that Chungking has been captured by Yu Man-tze. The district is reported to be in a ferment.

SHANGHAI, 5th October.

A telegram from Chungking dated the 3rd inst. announces that the rebels are within one day's journey of the city. The officials are vigilant and have executed twelve rebels at Chungking. The foreign ladies and children are safe on boats ready to leave at a moment's notice. The rebel movement is anti-foreign.

A later message dated the 4th instant states that the brigands have retired. The situation is easier and the immediate danger passed.

## HONGKONG LEGISLATIVE COUNCIL.

On Saturday a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

HIS EXCELLENCY the ACTING GOVERNOR, Major-General BLACK, C.B. (Officer Commanding the Troops).

Hon. T. SERCOMBE SMITH (Acting Colonial Secretary).

Mr. H. E. POLLOCK (Acting Attorney-General).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. A. M. THOMSON (Acting Colonial Treasurer).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. C. P. CHATER, C.M.G.

Hon. Dr. HO KAI.

Hon. T. H. WHITEHEAD.

Hon. J. J. BELL-IRVING.

Hon. WEI A YUK.

Mr. J. G. T. BUCKLE (Clerk of Councils).

THE ACTING ATTORNEY-GENERAL.

Mr. H. E. Pollock, Acting Attorney-General in the absence of the Hon. W. M. Goodman, was duly sworn.

### MINUTES.

The minutes of the previous meeting were read and adopted as a correct record.

### THE ESTIMATES.

THE ACTING COLONIAL SECRETARY—I have the honour to propose the first reading of a Bill entitled an Ordinance to apply a sum not exceeding \$2,587,898.80 to the public service of the year 1899. I may mention, sir, that the first reading of this Bill is brought on earlier this year than usual, to enable us to follow out our instructions and to allow of the Secretary of State for the Colonies sending out a written approval of the estimates before the end of the year.

THE ACTING COLONIAL TREASURER seconded, and the motion was carried.

### ADJOURNMENT.

The Council then adjourned until 3 p.m. on the 10th inst.

Owing to the unmanageableness of the native railway police, who hitherto have been composed of men living in the villages through which the Woosung Railway passes, the Administration has decided to employ Sikhs instead, some of whom entered upon their new duties on the 27th September.—*N. C. Daily News*.

## EXTENSION OF THE COLONY.

### DUPLICITY OF THE CHINESE AUTHORITIES.

### INCITEMENT OF NATIVES TO RESIST EXTENSION SCHEME.

### SUBSCRIPTION RAISED FOR PURCHASE OF ARMS IN CANTON.

[BY A CORRESPONDENT.]

The Chinese Authorities, proceeding with their old, time-honoured tactics, are secretly inciting the natives to resist the foreigner after they find open opposition by themselves useless, caring little how much punishment the ignorant tools of their machinations may suffer so long as they can breed bad blood between the foreigner and those of their subjects who are to come under his rule and thus render the task of government troublesome.

After the cession of the strip of territory on the opposite mainland, to the colony of Hongkong, the Provincial Authorities, acting apparently on instructions received from Peking, issued orders to the Sun-on Magistrate—the territory ceded having formed part of the district of Sun-on—to turn over his land register, temporarily, to Mr. Stewart Lockhart, the British Commissioner, to enable him to copy it and thus have a register of the real owners of the land in the new territory, i.e., those who paid the land tax to the Government; this being necessary to prevent disputes and fraud as to the titleship to the land.

The Provincial Authorities, further, while openly issuing the instructions necessary, to the Sun-on Magistrate, the principal official in the district affected, have given secret orders, probably instigated from Peking, to put all obstacles possible in the way of the transfer of government, which, of course, included information required by the British Authorities.

The Sun-on Magistrate, Chinese like, was nothing loth to act on this initiative—knowing full well that if complaint were made of him his own Government, whilst openly disavowing his action, would reward him in proportion to his success in carrying out his secret instructions—accordingly evaded all requests on the part of Mr. Lockhart for the handing over of the land-register to enable him to copy out the necessary particulars, finally point-blank refusing to hand it over, or allow it to be copied. Mr. Lockhart then personally called on this contumacious official and after administering to him a severe rating finally procured the books wanted, which he retained possession of for three days, copying out necessary details.

Mr. Lockhart and party having finished their survey and departed from the district word went forth that the foreigners were going to dispossess the natives of their land and that it would be necessary to raise money for the purchase, in Canton, of arms, to resist the incroachment of the foreigner when it took place. In accordance with this programme a subscription has been raised amongst the population of the district, who fear the loss of their title to the land, and over \$100,000 had been raised some weeks ago, when the writer first became aware of the action of the Chinese Authorities; the subscription now, probably, exceeding that by a considerable amount. All the rowdy characters in the surrounding district have been encouraged to take hand in the disturbance when it comes off, on the taking over of the territory.

It is to be hoped that by that time the more reputable members of the native community in the district will have acquired sense enough to take no part in the resistance to the British occupation; if not they will undoubtedly have to stand the consequence of their folly.

It seems only too probable, and a fact which some more sensible of the local Chinese recognize, that having collected a large sum from their dupes those hawdling the funds will pocket the cash and allege that it has been seized by the British Authorities; at any rate they will not want for a plausible tale and one which will, if possible, breed trouble between the natives and their new masters.

It may be remembered by some of the readers of the *Daily Press* that after ceding Formosa to Japan, as a result of the China-Japanese War, the Chinese Government continued to send men and military stores to the island to



assist in the resistance to the Japanese occupation of their new territory. Had the Japanese been so disposed they might have made China pay for her treachery in the matter. The bill would have been a heavy one, for it cost the Japanese considerable, in men and money, before the island came fully under their sway, and much of her present trouble with the natives is due to the action of the Chinese Authorities on the mainland. Japan, however, though fully aware of China's duplicity has made no claim; doubtless this, and the failure of the French to demand satisfaction for similar action as to Tonkin has encouraged China in pursuing a like policy in her other cessions of territory; a policy which only, in the long run, recoils on herself, for these rowdies, armed by her, when driven out go to swell the rebel bands now ravaging her southern provinces. The British authorities would be doing the Chinese Government a kindness if they were to visit them with severe penalties for their duplicity in connection with the territory to be ceded for the extension of the colony of Hongkong, the penalties taking the form of extending British influence locally.

As it is not the desire of the British Government to obtain a further cession of territory, though this might well be done, the penalty inflicted should be an imperative demand for the acceptance of a British Resident (with duties similar to the British Resident in a Native State in India) in all the coast and delta districts which carry on a large trade with this colony; thus impressing on the people of these districts and on the Chinese Government the lesson that the British Government is not to be trifled with. The districts to which Residents should be appointed are Sun-on, Tung-koon, Heung-shan, Sun-ning, Sun-wei, Hoi-ping, Nam-hoi, and Pau-yu.

By this action we would, besides bringing the Chinese Government to book, intimate plainly to France that her pretensions to the reversion of the Province of Kwangtung on the break up of the Chinese Empire will not be tolerated by Great Britain.

The Consular Service, the Colonial Civil Service of the Far East, or the Chinese Maritime Customs could supply suitable men for Residents; if coming from the latter service they would have to renounce their adherence to it on taking up their new duties.

The time is ripe for such action, for Russia has no stomach for fighting, at present, and France is not prepared to put her claims to the test of warlike action. Both would, of course, vigorously protest.

The British Government have the ball at their feet and have only to be firm and the game is theirs. The British electorate will not forget or forgive them if they fail now to recover their lost prestige in China and conserve the interests of the important colony of Hongkong and the vast and growing trade interests in South China as well as that in the North.

A large number of the compradore class, especially in the north, hail from Sam-tsun, the centre of this intrigue. It is well to remember it is this class which supports the system of farming the taxes and the accompanying abuses to which foreign trade is subjected.

Strange to say, although the preparations for resistance have been common talk amongst the local Chinese for weeks past no word has come out amongst foreigners, and most Chinese will, on being interrogated, profess ignorance of it, though when pressed, with the assurance that the fact is known, some will own up to it.

Mention has been omitted, in the body of this article, that inhabitants of the area ceded to the colony of Hongkong who are favourably disposed to the change have been intimidated and fear now to speak their minds.

At the Magistracy on 6th Oct. a coolie was fined \$25, or six weeks, for carrying two revolvers and 500 rounds of ammunition without a license. He said he did not know the box contained arms. He was carrying it ashore for an American ship. Another coolie was similarly dealt with for a like offence. He said he was employed at No. 2, Peel Street. Some Chinese customers told him to carry the arms on board the *Fatshan* and take them to Canton. He was promised nothing for carrying them.

## THE POSITION AT MANILA.

### THE PHILIPPINE REPUBLIC.

#### THE CUSTOMS QUESTION.

#### THE ADMISSION OF CHINESE.

[FROM OUR CORRESPONDENT.]

Manila, 29th September.

This is a great day for the Philippines. They are celebrating a grand holiday at Malolos. In the exuberance of their enthusiasm they have sent out invitations to all Britishers, Americans, and other foreigners whom Aguinaldo or his leaders know to be present at a magnificent festival given in honour of the Philippine Independent Republic. It is the most ostentatious affair yet attempted by the insurgents. I am writing this letter in the early morning before going to Malolos. Extra trains on the railroad are announced to accommodate the crowd and from all appearances and the interest manifested they will be taxed to their limit. Numerous American Army and Navy officers will go in citizen's dress out of curiosity. A large portion of the local British colony will be present to witness the elaborate programme. It would not do for the American officers to show themselves there in uniform. Such dress would amount to a recognition of the insurgent movement in too formal a way unless they were ordered to attend as a matter of military occupation. At first it was reported that a general order would be issued forbidding any American officer to attend either officially or incognito on account of the peculiar relations existing pending the decision of the Peace Commission and during the armistice, but in view of the good feeling now obtaining between natives and Americans and the desire of the latter to avoid creating the impression among the former that they look upon them with distrust or even disdain, it was deemed wise to take no action whatever and let each officer govern his own acts. By allowing matters to take their own course and issuing no order whatever General Otis has again showed his wisdom where some, less discreet than he, would impel him to more decisive action.

There is no denying that the insurgents are strengthening their hand every day, but they cannot be blamed for this until they know what is to be the disposition of the islands. If Spain is to come back, which seems most improbable, they cannot afford to relax their efforts to be fully provided against such a contingency, but if the United States are to hold the Philippines, as now appears altogether probable, the insurgents themselves will not be any the worse for their present showing of military activity and a successful provisional government, because they will have made a showing of what they can do and proved that they do possess qualities of organization and administration. I have a higher opinion of Aguinaldo and many of his leaders than some other correspondents, but I base my conclusions on careful observations covering several months. While respecting his ability and cleverness and sympathising with his ambition to make his people free and happy, I cannot for a moment believe that he personally would be guilty of such absolute folly as going to war with the United States or resisting in any way by force of arms American annexation or control of the islands. He is well aware that he could no more stand against the determined purpose of the United States to govern the Philippines than he could dam the waters of the China sea from entering Manila Bay and that the United States would do its best to treat the natives with all fairness and give them both protection and prosperity, but on the other hand he is honestly endeavouring to prove that as far as they themselves are concerned they are quite worthy of the confidence and trust of the United States in the matter of local government.

There are meetings nearly every day between the Collector of Customs, Brigadier General Whittier, and the leading business men of Manila in regard to the tariff regulations. By a circular just published it is announced that on and after October 1<sup>st</sup>, the Customs House Tariff and Regulations for the Philippine Islands prescribed by the President under date of July

\* The date has since been changed to November

13, will be operative. In a previous letter I have given the reasons why the local merchants object to immediate operation of these laws. Of course there is another side to the question. For instance the trade in oil can be noted. The continuance in the present rates will kill this leading export of the United States to the Philippines. At present the duty amounts approximately to \$2.05 per case while the actual cost is only \$1.75. This indeed might be termed "rubbing it in" with a vengeance where the duty exceeds the value of an article by nearly one seventh of its original cost. Consul-General Wildman of Hongkong has wisely remarked: "People here are more interested in the economic phase of Manila than in the political." What applies to oil may apply to many other important articles. There are two sides to the question and it is well that both should be known. I cannot help sympathising with the local merchants in an honest effort to protect themselves from loss on the sale of a large accumulation of goods purchased under the old regime and not marketed on account of the war, but at the same time it would be unfortunate to clog the channels of trade when it is reviving under the conditions of peace by too long continuance of old laws.

The Chinese question is also exciting much discussion. It is very evident that if the United States occupy these islands permanently they must make different laws for Chinese immigrants than those which apply to the home land. Chinese labour is simply indispensable. It is very unlike America here. There the Chinese compete with a high class of white labour; in the Philippines they compete with a much lower grade of native labour. The industries of the islands can hardly expect to prosper without Chinese merchants and labourers. But in this as in other matters, it must be remembered that the treaty of peace has not even been signed yet nor any commission appointed to determine laws for the Philippines if the United States keeps them. In due time all these irregularities will be adjusted. Meanwhile it is best to be thankful that business is going on as well as it is.

In the collection of excise duties there are some features that need amending. General Whittier, Collector of Customs, Colonel Crowder, Judge Advocate, and Major Bement, Collector Internal Revenue, have been appointed as a commission by General Otis to consider the advisability of making any modifications necessary in regard to excise duties on tobacco, cigars, and cigarettes, as prescribed in the tariff Regulations. This step is taken in deference to the request of the local manufacturers and in accordance with the advice of those in touch with the situation. The changes, while important, will not be radical.

Major-General Otis is certainly a most capable man and the longer he directs affairs the better grows the opinion of him. He is an untiring worker. He goes to his office early and he does not leave until late. His mastery of detail is enormous and he lets no order be issued or step taken without giving it his personal attention. He even tires his young aides. The only evil resulting from such faithful service is the danger that he may break down and be unable to remain in the Philippines.

The *Arizona* arrived yesterday sometime overdue but bringing 300 bags of mail. No mail was ever more cheerfully welcomed. It has been over a month since a regular one was received from America. The wives of officers are beginning to appear and if American occupation lasts Manila should have the nucleus of much social activity by the time the cooler season is at hand.

The capture of the *Abby* has had a good effect. The smugglers will be more careful in the future. The persons concerned in this doubtful enterprise are well known here but they are not, for obvious reasons, in Manila at the present moment.

Every effort possible is being exerted to get the local government of Manila into splendid shape and the wheels of administration are running more smoothly. The great and serious drawback at the present is the lack of money to pay for work and improvements. There is an abundance of cash in the public treasury and in the Custom House vaults, but from various



technicalities it has not yet been divided up for use by various departments as it is required.

Manila, 1st October.

The great event of the month was the ratification in solemn conclave by the Revolutionary Philippine Government of its Declaration of Independence on Thursday, September 29th. This Declaration was first promulgated at Old Cavite on August 3rd. Since then it has been fully discussed and considered by the native leaders from Aguinaldo down to the coramatta drivers in Manila until public sentiment was deemed ripe for the grand function of formal approval by the assembled representatives called the Philippine Congress. As intimated in my last letter invitations were sent out on a liberal scale and preparations were made for the greatest festival yet celebrated by the insurgents. The first train that left Manila at 6 a.m. was crowded so compactly that the locomotive had great difficulty in pulling it up the slight grade just outside of the city. The occupants of the compartments were literally packed like sardines in a box and foreigners who were not fortunate enough to get into the few first class carriages had to stand up in the second and third class sections wedged in by natives of all grades. The special train that left at 8 a.m. was no less thronged, and another that went at midday carried at least a thousand visitors for the native capital of Malolos. The conditions and surroundings together with the spirit and good nature of the crowd reminded one much of the cheap excursions from London to Brighton and other seaside resorts. Arrived at Malolos we found only a limited number of coramettas for the traffic required, and leaped the guard fence in order to charter one before they were all taken. Otherwise we would have been obliged to have walked nearly a mile along a hot dusty road.

The town was in gala attire. There were arches without limit and a nameless variety of decorations patterned and invented by the natives. Every house was adorned with miniature insurgent flags and cloths of many colours. There was no harmony, no real beauty, no charm whatever about the scene except its novelty. There was an abundance of staring, hot colour everywhere—mostly red. There was, however, more dust even than colour, and more unmitigated heat and discomfort than dust. When we came home we all agreed that it would be a blessing if we knew enough to stay at home on such occasions instead of minding the imperious dictates of foolish curiosity. I said above something about "novelty," I should say there was novelty only for the man who had never before lived in the tropics or Far East. For the old resident of these parts it was the same old story. Everything was done in the same tawdry, tinsel way that characterises all Orientals, not even excepting the Japanese. Still I would not be too critical. The natives did their best. They know no better. They mean well—and we can let it go at that. As long as we accepted the hospitality of a kindly-inclined, good people we should not be harsh in describing what we saw. Perhaps I lay special stress upon it because I fear that the same influences which cause the natives to do everything in a shoddy, showy way may cause them to provide only a shoddy, showy Government provided they are granted autonomy or independence.

When it was time for the exercises of the day to begin soldiers were lined up along the streets, and soon appeared the President, his ministers, and the members of Congress, in all about one hundred strong, accompanied by numerous other "prominent citizens," and escorted by detachments of soldiers including the bodyguard of Aguinaldo. They marched from the Government headquarters at the church to another similar building used for the Congress. The interior was lavishly decorated. On a dais made brilliant by combinations of colours was Aguinaldo, with Pedro Paterno, the President of the Congress, on his right, and another distinguished official on his left. On the sides and behind were men fashioned and dressed like ancient Roman lictors selected from the tallest of the natives and bearing in their hands and aloft appropriate insignia. In the main portion of the building were the members of the Congress and of Commissions who had come from all over the islands to be present on this important occasion. Back of them and on the

sides were seats for women and spectators, while a goodly portion of the latter stood—and perspired—while the ceremony lasted. I must not forget to mention that mingled in here and there with the proceedings was music from a band orchestra, and numerous blasts upon the bugles of ambitious players.

Sr. Don Emilio Aguinaldo y Fami, President of the Philippine Revolutionary Government, arose soon after the meeting was called to order and delivered an address. It was not long, but it was evidently to the point and in line with the opinions of the representatives. They listened with great care and showed deep interest in every word spoken by their leader. Aguinaldo is far from being an orator in language or delivery, but he has a quiet, earnest, impressive style that makes one heed what he says. When he concluded Pedro Paterno took the floor and made a speech after the most improved methods of American "spell binders." His voice was loud and penetrating and he used it to full advantage. He swung his arms through the air and shook his body like a Tammany Irish demagogue speaking on the Bowrey or a socialistic leader in a gathering of London's rag tag and bob tail. But he stirred his hearers, and how they did cheer! then rose, yelled for all they were worth, sat down, and got up again to shout again and louder. Every reference to freedom, liberty, and especially independence, was applauded to the echo. They cheered the Declaration of Independence, Aguinaldo, the ministry, congress, the army, the government as a whole and in parts and even the American Government, but I must tell the truth about the latter and admit that it was rather forced and lacked the spontaneity that characterized the other sentiments. Say what you will, it cannot be denied that the great central idea running through everything said and omitted at Malolos on this occasion was *absolute independence*—and there is just where Aguinaldo and his followers are making a fatal error.

When the programme at the congressional hall was ended, there was a procession back to the executive residence. The spectacular feature of this was a float prettily decorated, carrying a woman who was supposed to embody and represent the principles of liberty and independence. There was also the new presidential coach as beautiful in its appearance and finishing as similar conveyances owned by other Oriental chiefs and monarchs. It was drawn by many horses guided by uniformed outriders. Aguinaldo himself did not occupy the coach but walked in democratic style at the head of his Ministers and escorted by his bodyguard. Upon arrival at the executive mansion a grand reception was held, when generals, senators, commissioners, and plain foreigners and newspaper men were allowed to shake the hand of the Philippine George Washington (as the native papers call him); later there was a bountiful spread or tiffin when numerous toasts were proposed and responded to in eloquent and fluent manner. No sentiment of importance was omitted, so everybody was happy. It may seem strange, but the food and wines were both good and the service not bad. Everything about the table was done well, while the reception was managed on the most improved European and American plan. Aguinaldo knows how, as the Americans say, to give the "glad hand" as well as Lord Salisbury and President McKinley. Why not? At present he is very much a leader.

Throughout the afternoon, Aguinaldo continued to receive his generals and the commissioners from various distant provinces, talking some time with each of them and hearing what they had to say with the patience and apparent interest of a popular leader. In the evening the festivities took the form of fireworks, music, and dancing. The hospitality of the residents of Malolos was particularly manifested towards the Englishmen and Americans present and all were invited to remain over, night and witness the closing scenes of the ratification of Philippine Independence. A few stayed, but the majority returned to Manila satiated with celebrations. Perhaps the most amusing side of the festival to foreigners was the appearance of all ministers and members of congress in black evening dress and high black hats. It was almost grotesque to see these dark skinned natives in the heat of mid-day marching through the streets and assembling in black evening dress, especially as not

one suit in ten fitted the wearer, while the hats looked as if they had been collected from the four corners of the earth. Still I give them credit for doing their best to make an impressive appearance such as was expected at the solemn ratification of so important a measure as their Declaration of Independence. As far as they were able they played their parts to perfection and gave plain evidence that with proper coaching and education they can eventually assist in the government of the islands to a greater degree than was first deemed possible.

In conclusion I would call attention to the significance of this event, which signifies so much to the natives of the islands and has been the chief topic of discussion for some days in Manila. It might be asked, what does Aguinaldo mean by all this when he does not know what the future may bring forth and what will be the decision of the Peace Commission. In reply it can be stated; *first*, if it is willed that the Islands are to be returned to the Spaniards or that the latter are in any way to exercise sovereignty, he has an organized government with which not only to systematically and vigorously combat them, but to show to the world that he and his people can govern the islands better than the Spaniards and without their assistance or co-operation and that he will fight to maintain this new government rather than ever yield to Spanish rule; *second*, if the Americans decide to hold the islands, he is able to ask of them first that they grant the Philippines independence the same as they promised to the Cubans, or, second, autonomy, under American protection, or, third and last, such participation in American Government as will vouchsafe protection to the rights of the natives and give them a say in the administration of the laws. The only threatening cloud above the horizon is that both leaders and people will become so imbued—even intoxicated—with the idea of independence by all these celebrations, proclamations, speeches, and gatherings that there will be serious difficulty in reconciling them even to American sovereignty.

#### LORD CHARLES BERESFORD IN HONGKONG.

HE RECEIVES A DEPUTATION FROM THE NAVY LEAGUE.

Lord Charles Beresford, M.P. for York, arrived in Hongkong by the P. and O. steamer *Parramatta* on the 30th Sept., accompanied by his private secretaries, Messrs. Richard H. McDonald and Robin Grey. As has been before stated, his lordship has been appointed by the Associated Chambers of Commerce in England to undertake a mission to China for the purpose of preparing a report on the prospects of British trade and commerce with that vast region, and particularly as to the extent to which the Chinese Government will guarantee the safe employment of British capital in the interior. The gallant Admiral, who sailed for the East with the consent and approval of the Admiralty, will be away for several months.

Lord Charles was met by Captain Laurie, A.D.C. to His Excellency Major-General Black, and by him he was escorted to Head-quarter House, he being the guest of His Excellency during his short stay in the colony. He left for Shanghai in the *Parramatta* next day.

On Friday morning Mr. R. M. Gray, Mr. Herbert Smith, and Mr. R. C. Wilcox, Chairman, vice-Chairman, and Secretary of the Hongkong General Chamber of Commerce, waited upon his lordship and invited him to address a public meeting in the afternoon in the City Hall. His lordship, however, expressed his deep regret that he did not feel himself at liberty until a later period to address any public meeting in China.

Subsequently Lord Charles was waited upon by a deputation from the Hongkong branch of the Navy League, consisting of Commander Hastings, R.N. (President), Mr. J. J. Francis, Q.C., Captain Tillet, R.N.R., and Mr. R. Cooke, who had a long and interesting conversation with him as to the work of the League, with the objects of which his lordship expressed himself to be in hearty accord.

In the evening H.E. the Acting Governor entertained a representative company to dinner at Head-quarter House to meet Lord Charles.



### LORD CHARLES BERESFORD AT SINGAPORE.

Singapore papers contain reports of the speech delivered by Lord Charles Beresford on the 24th September, during the stay of his steamer at that port. The speech was made at a public meeting held at the Town Hall under the chairmanship of Mr. Stringer. We reproduce the *Straits Times* report:—

Rising amidst loud and prolonged applause, Lord Charles Beresford said that he considered that the gentlemen who composed the Singapore Chamber of Commerce and the Singapore Branch of the Straits Settlements Association, had paid him a great compliment in asking him to address a public meeting that night; and he also considered it a great honour to himself to address a meeting of that character, because he understood that a part of his audience consisted of the various Consuls representing the great European nations at home. (Cheers). He did not think anything he had to say would be in any way misunderstood by them. He was of opinion, and he believed that most of those present would share that opinion with him, that

THE PRESENT POSITION OF AFFAIRS in China with regard to British trade and British interests, was a very critical one. He went so far as to say that he believed unless something was done of a definite character, unless some policy of a resolute nature was undertaken in China, it might mean, more or less, the end of the British Empire in the near future. He would give them his reasons. British trade was getting very circumscribed in all parts of the world, because other nations were finding out how beneficial trade was and were embarking in it on their own account, not exactly to Britain's detriment, but in some cases to the exclusion of her trade. He did not blame these nations at all, but was of the opinion their governments were perfectly right in doing whatever they considered necessary for the advantage of their people. But it was our business to see that what was done did not injure our own trade and interests. He had said that this was a very momentous issue for their trading interests in China, and he knew very well from conversations he had had with our leading merchants and financiers at home that there was a very uneasy feeling as to the future of our prosperity, so far as trade went, in China. He was not, however, one of those people, whom he believed he was right in describing as Saturday to Monday tourists, who came out here

#### TO TEACH THEM THEIR BUSINESS.

The traders of China and the British traders knew a great deal more about their business than he did or ever would know. What he did believe, however, was that he might be useful in this very important mission, which he had been asked to carry out by the Associated Chambers of Commerce at home, if he could in any way focus the views and opinions of British traders as to what was necessary to be done. Something had to be done, and the thing was to find out what that something was. The only merit that he possibly possessed was that of being a public man who had some sort of hearing with the people at home. Their trading and financial interests had been represented over and over again by the different consuls abroad and by the trading associations; but he did not think those views had been brought before the British by any one single individual, and he believed that a single individual might focus those views. In that way he hoped to be of some use to his countrymen in the Far East. (Cheers). There was no doubt that English trade and English interests were of far too important a character to be allowed to drift as they had been doing during the past, particularly as regarded China. He would like, if they would permit him, to describe in a few words the position of the British Empire as regarded their trade and commerce, or rather he should say the position which the Government at home had not held. This perhaps was not a very good expression, but they would understand what he meant. The whole of their trade and commerce had been left entirely to

#### PRIVATE ENTERPRISE.

Especially was this the case with China; and it had been all right, possibly up till now, but

China was no longer a British trade preserve. What he meant by their trade and commerce having been left to private enterprise was that the Government of their country had never deemed it its duty in any way to assist trading and commercial enterprises. That was to say the Government had never assisted their merchants in the way other countries had done. He would give them an instance in point. Quite lately the Colonial Secretary, Mr. Chamberlain, had taken a very strong line in connection with the Colonial Office, over which he presided. He recently gave Penang facilities for the improvement of the harbour accommodation, and also facilities for opening up railways in that country. In his opinion that was a line which he thought the Government ought to take with regard to trade and trading interests. If, however, these improvements about to be carried out at Penang were necessary now, they were also equally necessary twenty years ago. In such a case, and generally, it rested upon them to formulate what they required as a definite, strong, and resolute policy. It then would rest with him, so far as he was able, to forward their views and the views of the merchants in China, to the home Government, with the idea of the home

#### GOVERNMENT ASSISTING TRADE

and commerce in the Far East. (Cheers.) Concerning China, there was another point worthy of their consideration. Up to the present the commercial and trading interests of their great Empire had entirely depended upon the command of the sea. By this he meant that in the event of a "disagreeable" occurring between another country and themselves, their command of the sea would enable them to prevent other countries from landing troops or munitions of war in our possessions to disturb them. So far as China was concerned that circumstance, which had existed all these years, was now entirely altered, and the question regarding China would eventually become a military and not a naval question. This was a thing which would have to be thought out with great care in the near future. Another point which he would call to their notice was that their position as an Empire had arrived more or less at a finality. The British Empire had become so enormous, and so unwieldy that if they even had conscription at home, they could not possibly police it properly in the event of disturbances in their dominions or the threatening appearance of European countries against them. He for one, therefore, and most of his countrymen with whom he had conversed on the subject, had it quite clear in their minds that they did not want to see any more of the chart marked red. They had got enough now, and more than they could efficiently manage if they had those "disagreeables" he referred to and if they had to encounter hostile action on the part of other European countries. Respecting China, he would like

#### TO PUT FORWARD A PLAN.

Most of his life he had been an agitator; but although an Irishman he was not an Irish agitator. (Laughter). He had been agitating for a very long time to get adequate security for their Empire, that was to say a proper navy, well organised, efficient, with a good reserve, and a definite plan of campaign if ever they had to do anything. He had invariably brought before his countrymen the necessity of possessing a big fleet, because he held that the big fleet made for peace and not for war. As the greatest trading country in the world peace was their greatest interest. He did not say that his was a good plan, but in the present condition of things, both at home or abroad, it was a good thing to put forward a plan at all; it promoted discussion, and in his capacity of agitator with regard to the navy, he had always put forward a plan of some sort. (Laughter and cheers). More than that, he had gone out of his way to ask chambers of commerce at different places, especially the London Chamber of Commerce, if they would kindly listen to his arguments, because if they made up their minds that anything was necessary for the security of their trade, he did not care what Government was in, that Government would have to listen to those chambers of commerce. Regarding his suggestion respecting China, and the future investment of capital there, British merchants were nervous because there was

#### NO ADEQUATE SECURITY.

for capital, and he thought that the Government should immediately take steps to induce the Chinese Government—he did not for a moment suggest how they should be induced, but "induce" was a very good word when you were more or less on a mission that required care in language—to give support and adequate security by organising a properly efficient military and police force along the rivers and in the interior of China where British merchants might be induced to invest their capital. That was the first and foremost thing; they could not support their commerce unless they had adequate military and police protection. His suggestion was that the troops and police should be officered by Europeans, with perhaps some Britishers among them. (Laughter). At all events, something of that character would have to be done to give the merchants the security which he thought they had a perfect right to. They might turn to Egypt for an example; he believed that the great French nation had something like one hundred millions sterling invested in Egypt. They knew that it was absolutely secure; as a capital sum it increased in value every year, and on the first of every quarter the interest due from that sum was regularly paid. How, and why? It was simply because the Egyptian Government, with the aid of a few British officials (laughter), had got the command of the military and police. And with security all other nations were at this moment investing their capital in Egypt with the exception of Britain, because for some extraordinary reason the British Government persisted in telling everybody that they were going out of Egypt, when they knew perfectly well that they were going to remain there forever. (Laughter and cheers). With regard to the question of security, there was no question but that the British Government could aid the Chinese very materially—he did not mean by force—both in money and in men who could conduct affairs for them. The Chinese Government had already had very good proof of

#### WHAT THE BRITISH COULD DO.

There was a man whom all the world respected, and he was proud to say that he was an Irishman, namely Sir Robert Hart. He was a man who had worked most loyally for the Chinese, and Sir Robert Hart was in the proud position of having produced the only valuable asset in that enormous Empire at the present moment. They had also the much-to-be-deplored General Gordon, who really kept the present dynasty on the throne of China. General Gordon when he undertook to work for the Chinese Government, worked loyally for them, and they were very grateful for what he did. There were other Britishers, and there were other countries who had countrymen serving under the Chinese Government, and in every instance these Europeans had worked unquestionably for the benefit of the Chinese Empire. His first suggestion was that the British Government should induce the Chinese to provide proper security in the interior and along the coasts by having properly organised military and police. Another suggestion which he had to submit to them was that the British nation should enter into

#### A COMMERCIAL ALLIANCE.

with America, Germany, and Japan in what they called, at present, the British sphere of influence. He was not one of those who believed in the cry that because other nations increased their commerce it was bad for British trade. He did not believe in that at all. He was of opinion that the increase in the trade of other nations tended to make for peace; and unquestionably peace indirectly but enormously benefited the trade of the British Empire. (Applause). More than that, he believed that if they could obtain this security, which he thought was necessary, other nations would be inclined to invest their capital in that sphere of interest which he had referred to, and that that very fact would make for peace, because other nations, even more than themselves, disliked any disturbance where their money was invested and where their property lay. He did not often agree with Sir William Harcourt, who sat on the opposite side of the House to himself, and with whom he occasionally exchanged a little badinage, but he did agree with him on that point. When Sir William Harcourt was Chancellor of



the Exchequer he was addressed by a chamber of commerce respecting the fall in prices. It was true, he said, that prices had fallen in individual industries, but the volume of the trade of the British Empire was increasing by leaps and bounds, and as long as the volume increased in value he was not very much alarmed by a fall in prices. He (Lord Charles Beresford) was of opinion that that was a very wise remark of Sir William Harcourt. It might be that other countries, in the interests of their people, undersold British products, but the mere fact that their trade was increasing in bulk in such places as China must eventually benefit the trade of Great Britain, because it increased the volume of the trade with them. There was another point he might bring before their notice. They had heard a great deal about, and there was some considerable excitement in the country over,

#### CONCESSIONS FOR RAILWAYS

to other nations. He held this view in regard to that, although again he might be wrong, that if they were going to assist a country, and such a country, with its teeming millions, in their effort to increase their own trade and the trade of the country itself—for the benefit of their own trade must also be thought of—when they came to consider the line of transport, they should try and utilize what was there already, and what the people were accustomed to. Improve that line of transport and organize it and they would get the people of the country with them. He believed that our Government should, with all their energy, try and develop the great waterways of China, because if that were done they would have the people with them, since the people understood that line of transport. By and by, when things improved, they could invest their money in railways; but he would ask any business man if he thought, even when the railways were finished, that he was going to get a very handsome dividend in the near future. First they had a large capital sum to lay down, secondly they had the unquestionable dislike of the people to those railways, and if there was an uprising or any trouble in some locality which the railway passed through the Government might be weak, like the present one, and might not be able to quell that rising. From his point of view, he would certainly suggest that their first and immediate efforts should be directed to

#### OPENING THE WATERWAYS,

to putting proper patrols on these waterways, and to getting tugs and steamboats to increase rapidity of transit of goods from all over China. He could say that that, any way, was a plan and he hoped he had given them some reasons why it would be a better plan, in the immediate future than large investments of money in railways. He might be allowed to allude again to Egypt. The people in the time of Ismail Pasha—he remembered the old gentleman very well—were very much opposed to railways. But the old man was a despot and he made up his mind that the people would soon have to like railways, so he taxed the people off the canals and the Nile and they were forced to put their goods on the railways. That was hardly a method that any business man, who was not a despot, would recommend his countrymen to act upon. (Laughter). In reference to railways in China, he hoped that they would be able to enter into an agreement with other nations—with those who had concessions and intended to build railways, in that country—that there would be no preferential railway rates—that the rates should be the same no matter which country dominated the railway for the moment. That would be to the advantage of trade when the railways were completed. There was one more point on which he thought the Government might assist trading interests in China, and that was in regard to the question of tariffs. He thought that the Government ought to at once institute an inquiry as to how it was possible that tariffs should be placed on British goods, directly against the treaties laid down and agreed on with China. (Cheers). That was

#### A MOST IMPORTANT QUESTION

and should be taken up at once in the interests of British trade and commerce. There was another point which came closely upon the tariffs and that was the question of transit dues. If

the transit dues were admitted by treaty to pay for goods into the interior, the Government should at once inquire why goods were further taxed by *lekin*, or *octroi*, or other imports that were so detrimental to trade. Well, those were the five points that he wished to submit as a plan on which he thought the Government could materially assist trade and commerce. In an open meeting like that, where he knew very well there were many foreigners present, he would ask their generous opinion in this wise: could that plan and the opinions he had expressed possibly be made a *casus belli* with any other nation in China if they were looked into and properly analysed. His humble opinion was that that plan would not only work to the benefit of British trade but to the benefit of the whole of the European countries in China; and unquestionably the country that would benefit most by it would be China herself. His

#### SUMMARY OF THE SITUATION

was that, first, something had to be done and it was the merchants and trading communities to say what that something was. He should, so far as his humble powers went, endeavour to forward their views home for the consideration of the British people. The second point was that the Chinese should be induced to give adequate security in the shape of proper military and police. Thirdly, there should be the commercial alliance to which he had referred; the waterways should be opened thoroughly and practically; and fifth there should be a strict and impartial inquiry into the matter of the tariffs and transit dues. Now these points, as he humbly submitted to them, made for the best and greatest interests that the British Empire held at the present moment. Having given them particulars of his schemes he might tell them a point which was not generally known. Out of the forty millions of people in the British Isles, there were only 400,000 young men between the ages of 18 and 21 who were qualified by physique, by stature, by health, and by other requisites to enter the British army. To the great credit of the population, he might tell them that one in four joined the British army at this moment, that was to say supplied the 100,000 necessary to keep the British army going. But he need hardly point out that, in the vastness of the Empire, its responsibilities, and its enormous extent, this force was not nearly enough to defend it and police it properly in the event of hostilities or in the event of disturbances in the British dominions. He therefore thought that the commercial alliance of which he had spoken would first of all possibly be directed for the benefit of trade, but eventually be an alliance of a more striking character. But in whatever direction it tended, it must make for peace and be opposed to war. (Cheers). Now, there had been a great number of remarks made at home which he for one, as a public man having occasionally been asked to speak, deplored very much. He did not like

#### SAYING IRRITABLE THINGS

to other nations. He was not indisposed to fight. (Cheers). If they were going to fight, fight certainly, but let them fight in a big, straight way, and do their best to beat their adversary. But there was no object to be gained in a political man, or a public man, saying irritable things unless he were prepared to fight. (Loud cheers). They had heard a great deal about Russia and France in the debates that had gone on at home. Well, there was no doubt that Russia had come into positions of very considerable advantage lately but, as he said again, he had never blamed Russia for that. Russia was perfectly right—her Government were perfectly right in taking positions if they thought it was to the advantage of their people. (Hear, hear). But we also were perfectly right in seeing that Russia did not hurt our interests. (Cheers). When they complained of Russia, he thought they should look at home a little. Russia's positions, so far as she herself was concerned, were very good, but they were perhaps not so good so far as Great Britain was concerned. The fact was that Russia was only doing now what we had done ever since we had been an Empire. We had taken all the best positions we could get, and when we had them we did our best to hold on to them. And he thought we were quite right. (Laughter and cheers). But he did not think it lay well in British mouths,

to find fault with Russia and France if they attempted to benefit their own country by taking advantage of certain positions—always with the saving clause that they did not hurt the British position. (A voice: "That's it," and cheers). He could quite understand other countries being a little annoyed. Other countries had all got what he might call the Colonial fever. They were going out all over the world trying to find colonies and trying to improve their trade and their commercial interests. But wherever they went they found a thing like a great hedgehog, all covered with prickles, and

#### LABELLED "JOHN BULL."

He had been there beforehand; and if the positions were reversed he did not suppose that the British people would be much more agreeable under the circumstances than they at present found other countries. (Cheers). He did believe that what they wanted was a strong, resolute, clear policy which was not only clear to ourselves—the Great British Empire and its traders—but was also perfectly clear to the rest of the world. They were very much more likely to drift into war because people did not understand what they were going to do, than if they laid down distinctly and clearly, firmly and courteously, what they intended to do and how they intended to do it. That was his view. As he said before, he did not think he had said anything except what perhaps might increase—if these plans were carried out—security for British trade and commerce in China. He did not think that any gentleman there, no matter what nation he belonged to, could find any very serious fault with the remarks he had made that evening. (Cheers). They were made honestly in the interests of peace and because he believed that all trade and commerce was hurt, and very materially hurt, by war. And there was no doubt that the country that would be most hurt by war was the Empire of Great Britain. He thanked them very much for the way in which they had listened to his remarks, and he was very sorry that he could not stay longer. He was going away the next day in the P. & O. mail and he hoped to go to Peking, where he would lay his views before Sir Claude Macdonald and some members of the Chinese Government if possible. He believed that at present they were all locked up (laughter), but with a little perseverance he hoped to get through the door and lay his views before that distinguished assembly. Then he hoped to go to Shanghai, where he hoped to get the views of the merchants, and then to Hongkong and perhaps return to Singapore on his way home. (Cheers). He must end the few remarks he had made as he began them. He was perfectly aware that he was not a commercial man or a financial man. He was only a man with possibly a certain amount of common sense, and he was aware that it rested with the merchants and traders in this colony, in Hongkong, and in Shanghai, to put forward a definite policy, and what he could do to convey that to the British people and the Government he would do. And he was certain, if it was a clear policy and the merchants were entirely at one, that the British Government would have to do what those merchants required.

Lord Charles resumed his seat amidst loud and enthusiastic cheers.

#### STREET RAILWAYS FOR HONGKONG.

BY J. DALZIEL.

#### PART. I.

#### CONSTRUCTION AND WORKING.

The completion of the Praya Reclamation will place at the disposal of the authorities a roadway along the water front of this city of ample width to accommodate any system of street rail or tram lines. The standing objection to supplying a long-suffering public with some civilised mode of locomotion—the narrowness of Queen's Road—will then be demolished; and a line along the present Praya would meet all requirements.

It would hardly be advisable to lay the lines along the new Praya, as they might interfere



with the freight traffic to the various steamer wharfs.

That it is a crying shame that a colony so up-to-date as this is not already provided with some variety of the many successful systems of tram cars, needs no telling; and that such a system would fill a "long felt want" and also the pockets of the shareholders is not difficult of demonstration.

The first part of this article, then, will be devoted to the "Construction and Working," and the second to the commercial view of the case.

The line at present could run from Quarry Bay as Eastern terminus to Kennedytown in the West, a distance of seven and a half miles, practically level all the way.

The first and most important point to decide would be the motive power to adopt.

The chief systems at present in vogue are:—

1. Horse.
2. Cable.
3. Steam.
4. Electric Underneath Conduit.
5. " Accumulator.
6. " Overhead Wire.

Examining these systems we find:—

No. 1.—Would require the importation of special animals, and the climate would be against them; besides, horse traction is almost a thing of the past, as all animal traction should be.

No. 2.—Is really a splendid system and the only objection to it is the vital one of expense, the roadway of a cable line costing seven to nine times that of the electric overhead system.

No. 3.—Steam is costly and generally cumbersome, the weight of the motors requiring a specially well laid and ballasted track.

Of Nos. 4, 5, and 6, the electrical system, the track of an underneath conduit line is as expensive to build as that of the cable, and there has been no really successful line to my knowledge on city streets; although for conducting tunnel or subway traffic it has been applied successfully, notably in the case of the City and South London Railway.

The accumulator system,—undoubtedly the ideal one if perfected—being still in an experimental stage is not to be thought of by a practical community.

We now come to the Overhead Trolley Wire, the only electric system which has been a practical and commercial success wherever tried, and which is adapted in every way to give satisfaction to this community.

As the remainder of this article is devoted to the examination of this system and its application to the needs of Hongkong, a few words of description may be of benefit to those not acquainted with its working; always praying the reader to make due allowance for the difficulty experienced by the writer of an article like the present in steering the proper course between vague generalities and technicalities "not understood" of the lay mind.

Each car is provided with an electric motor, of from fifteen to twenty horse power, capable of driving the car up to twenty-five miles an hour on the level. The electric current needed is generated in a central power house, in the same manner as that for electric lighting. About sixteen feet above the rails a heavy copper wire is run along the track, supported by posts with arms whose extremities project to about the centre of the rails, which extremities carry the wire. This wire is charged with current from the power house. Connection is made from the roof of the car to the wire by a rod carrying a pulley running on the under side of the wire, collecting the current and passing it to the motor beneath the car. The cars are very handy to stop and start, and in every way suitable for running through crowded thoroughfares with a minimum of accidents.

This system is rapidly superseding the cable in all the Great American cities, perfect as some of their cable lines are.

The following table taken from the U. S. Census Reports of 1890—while the horse cars were still popular—gives the distribution and costs of lines operated in different ways:

Motive Power.	Length of Track in miles.	Total cost in U.S. dollars.
Animal .....	5,661	\$195,121,682.51
Electric .....	1,261	35,830,949.63
Cable .....	488	76,346,618.23
Steam .....	711	82,058,038.51

This table shows the electric line is the most economical to build and operate. The disadvantages most generally cited to attend this system are more imaginary than real, and the two chief can be easily disposed of.

The poles and wires are said to obstruct the traffic. Now as the wires are always at least fourteen feet above the road way, and can easily be placed higher if the local authorities require it, and the posts can be placed close to the curb, in the same line as the gas lamp posts, this objection hardly counts, especially in Hongkong, where there is no high vehicular traffic to speak of.

Regarding the danger of the overhead system I cannot do better than quote the words of Mr. F. L. Pope, the inventor—or at any rate the discoverer of the inventor—of the system:—

"With a view to getting at the actual facts of the case, the *Boston Advertiser*, a few months ago, sent out a circular letter asking for information from every city in which electric railways are in actual operation, from Portland, Me., to Galveston, Texas. It was asked what system was used in each place; whether there had ever been loss of life or injury from wires; whether there was any serious objection on the part of the public to overhead wires, and what was the general opinion in the locality as to the effect of the introduction of electricity upon the street railway service. Replies were published from sixty-four cities and towns. All but four of them were favourable. Not one solitary instance of accident or serious injury from electric currents was reported. One of the objecting places was Newport, R.I., where it seems the "upper ten" strenuously opposed the introduction of anything that would popularise riding on the streets."

Supposing, then, that the overhead trolley electric system was adopted, we will now proceed to consider the routes and running of the cars best adopted to local needs.

The traffic would naturally divide itself and could be most conveniently handled by dividing the line into three sections.

The central section [hereinafter referred to as Section A] would extend from Causeway Bay, say Kennedy's Stables, to the Sailor's Home. This section, passing as it does through the most crowded part of the city, would require a double line of rails. The best route would probably be from Causeway Bay along the sea front to Arsenal Street, up Arsenal Street and along Queen's Road as far as the Cricket Ground, turning to the right at the Officer's Mess, down to the sea front at Murray Pier, along to the New Pedder's Wharf, back up to the present Praya, and along the present Praya to the Sailor's Home. If thought advisable short feeders could be run from this line to tap the most crowded parts of the city, say to Queen's Road about the Western Market, and along Queen's Road from the Officer's Mess to No. 5 Police Station. This article, however, will only consider a main line along the water front. The length of Section A would be 3.58 miles.

The second section [B] would extend from the Sailor's Home (on the Praya) to Kennedytown, having its terminus at Cadogan Street and having a length of 1.136 miles.

The third section [C] would extend from Causeway Bay to Quarry Bay, and have a length of 2.78 miles. For Sections B and C single lines of rails with the necessary sidings would suffice.

The power station, car stables, repair shops, etc., could be placed at or near the junction of Sections A and C, as close to the sea as possible. Not to enter into technicalities too deeply, the use of surface-condensing engines—only possible in this colony when the plant is placed near the sea—would result in a saving of from thirty to forty per cent. in the fuel bill, one of the largest items in the expenses of running an electric road.

The number of cars required for Section A—to give a service each way every five minutes—would be twelve. Each car would make a round trip an hour, at the moderate average speed of seven miles. From 6 a.m. to 6 p.m. a five minute service would be needed; from 6 p.m. till 11 p.m. a fifteen minute service would probably meet all requirements.

On Section B one car would give a service every fifteen minutes, making the round trip in that time, at an average of nine miles an hour.

On Section C two cars would be required to give a fifteen minute service, doing the round trip in half an hour, at an average speed of eleven miles an hour. After 6 p.m. one car an hour up to midnight would suffice.

What is known as the short body car, that is one running on a single four wheeled truck, carrying about thirty passengers and measuring about eighteen feet in length over all, would suit the local traffic. Of course the cars would be divided into first and second class, the first to seat, say, six. Each car would be powerful enough to draw a "trailer" of the same seating capacity as itself, if the exigencies of the traffic at any time required it; such as running the workmen to and from the sugar refineries.

When the road round the island is finished the circle of the rails could be completed. Of course it is not for a moment contended that it would pay to run cars round on schedule time, or even to erect the overhead structure, but if the rails were laid special accumulator cars [that is carrying their electrical power with them—"self contained" may explain it to the lay mind] could be provided, and would be of infinite use for military purposes, and a source of joy to seekers after health, fresh air, or pleasure.

## PART II.

### FINANCIAL.

The following table of cost of construction is an average of that of the best British and American systems, with due allowances for freight. Wages being relatively low in this colony, the costs may be taken to be, if anything, inside that given in the table. All reduced to local currency:—

#### Costs of Construction.

Track.	
Eleven miles of steel rails, sleepers, &c., and laying of same at \$10,000 per mile .....	\$110,000.00
4 miles overhead structure (iron poles), single line, and erecting same at \$8,000 per mile .....	32,000.00
3.58 miles overhead structure, double line, at \$9,000 per mile .....	32,220.00
Cars.	
15 in use, 3 spare, 2 trailers at \$8,000 per car .....	120,000.00
Power Station Equipment.	
Averages \$300 per car horse power; one car requires 20 horse power; 20 cars at 20 horse power at \$300 per horse power .....	120,000.00
Total cost excluding land and buildings. \$414,220.00 or say Total Cost .....	\$500,000.00

This is surely a small price to pay for what would be a really high-cross road, and a credit to the colony.

To run the line efficiently the services of five Europeans would be required—a manager, an engineer, two electricians, and a clerk. Of other suitable labour there is in the colony an ample supply.

In the table of operating expenses that follows the wages are calculated on this basis. The costs of materials for maintenance and repairs—is an average of that of twenty-two electric roads, similarly equipped to the one under consideration. The depreciation is taken from the same source, and is found to be—on all the plant—seven and a half per cent. per annum. The table of income is calculated on the probable fares collected per mile run by the cars on each section. To obviate the trouble of handling such a large amount of copper money on the cars, three cent tickets (after the manner of the rickshaw tickets so convenient in Shanghai) could be issued by the Company for the use of second class passengers.

#### Daily Balance Sheet

Expenses.	
Wages:—	
Manager at \$500 a month .....	\$18.66
Power station and repair shop staff .....	36.90
Conductors, motor men, and track staff .....	35.00
Office staff .....	8.00
Material:—	
Coal 5.3 tons at \$10.00 a ton .....	53.00
Oil, stores, fresh water, etc. ....	16.50
Required for maintenance of track and overhead structure .....	17.00
Required for repairs of cars and motors .....	18.60
Required for repairs of power plant .....	6.00
Insurance, legal expenses and printing .....	7.00
Total daily expenses .....	\$214.06



Estimated Daily Receipts		
Section A.		
Car Mileage 1148 per day.		
2 first class fares per mile at 5 cents fare	\$114.80	
5 second class fares per mile at 3 cents fare	172.20	
Section B.		
Car Mileage 164 per day.		
Fares as in Section A.		
First class	15.40	
Second class	23.10	
Section C.		
Car Mileage 300 per day.		
2 first class fares per mile at 10 cents per fare	60.00	
3 second class fares per mile at 5 cents per fare	45.00	
Special workmen's cars, 300 fares at 5 cents return	15.00	
Total daily receipts	\$445.50	
Annual Balance Sheet.		
Total receipts	\$162,607.50	
Total expenses	78,350.90	
Balance	84,256.60	
Depreciation at 7½ per cent.	37,500.00	
Net balance	46,756.60	

Being at the rate of 9.3 per cent. on the capital invested. The following table, giving the receipts and operating expenses per car mile, and the ratio between them for a number of different roads, is interesting, proving conclusively as it does the immense advantage such an undertaking would derive in Hongkong from the low scale of wages prevailing.

	All in cents per car mile.		
	Receipts.	Expenses.	Net earnings.
Boston West End Line, electric.	77.0	42.26	34.8
" " " " horse	70.0	48.98	21.0
Pleasant Valley Road, electric	55.10	40.52	14.6
Six electric roads in Mass. U.S.	60.8	51.80	9.0
City & South L'don Line, electric	44.8	35.20	9.6
Rochester Line, electric	55.54	22.14	23.4
" " " " horse	28.74	22.12	6.6
Birmingham (Eng.) electric ac-			
cumulator	81.0	39.0	42.0
Birmingham (Eng.) steam	63.0	44.0	19.0
" " " " horse	43.0	38.0	5.0
" " " " cable	74.0	24.0	50.0
Hongkong (as estimated)	27.0	13.0	14.0

Statistics on the commercial side of the case might be multiplied indefinitely, but as enough have been given to show that such an undertaking has at least a fair chance of success, further tables are unnecessary, at any rate in an article like the present, which is merely an unpretending attempt to draw the attention of the public to the fact that the means of locomotion in Hongkong leave much to be desired, and that electric railways are a proved, practical, economical, and convenient system, and one in every way adapted to the peculiar needs and contour of this colony.

#### PIRACY ON THE WEST RIVER.

As often recorded in our columns, piracy is rife all over the rivers and creeks of the delta of the Canton river; in fact it is of daily occurrence. One of the most daring cases happened on the 29th September at a place called Chu-tanshan, just below Kumchuk, on the West River. Three launches were attacked, the first one being *Wo Shing*. After overcoming the crew of this launch the pirates used her to attack the other two, the *Kwong Fook* and *Kwong Sun*. All three belonged to the same Company and were plying between Canton and Chunsha, in Sunning District. The pirates made good use of all the firearms found on board the first named vessel and wounded several of the crew, capturing both the others, plundering all the passengers of everything of value, and making good their escape with all the booty.

Piracy on the delta rivers is very much on the increase, especially at the above mentioned place, which has always been a perfect nest of bad characters. The Authorities at Canton have been petitioned many times to re-establish the military camp or guard at this place, Chu-tanshan, but all to no effect. A deaf ear is turned to any scheme for the security of life and property.

Steam launch owners are forced to bribe these cold-blooded murderers not to molest them and also to employ one on each vessel in order to protect them from others. They speak of him as "our pirate," the same as they would of the comprador or pilot. No doubt much of

this piracy is due to so many soldiers, smugglers, and gamblers being thrown out of employment, and now with the introduction of steam many of the native craft will be out in the cold, thereby increasing the number. All these men must have food to eat. What is wanted is a policing system by means of armed steam launches with foreigners in charge to patrol the most dangerous parts of the rivers.

#### FATAL COLLISION ON THE WEST RIVER.

At 2 a.m. on the 4th October a fatal collision occurred between two of the steamers of the Ku Chai Company, near Suilam. The steamers were the *Kongchau* and the *Lingchau*, running between Hongkong, Kongmun, and Samshui. The *Lingchau* was seriously damaged and sank almost immediately, seven of the persons on board her being drowned. She carried about fifty passengers in all, but as the collision fortunately occurred close to the shore the majority were rescued. The *Kongchau* sustained damage to her bow and one of the crew had his foot injured, but no loss of life occurred on this vessel. Both vessels were commanded by Chinese. The *Kongchau* is returning to Hongkong for repairs.

#### HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held on the 6th October. The President (Dr. J. M. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present: the Vice-President (Hon. F. H. May, Captain Superintendent of Police), the Hon. R. D. Ormsby (Director of Public Works), Mr. J. Dyer Ball (Acting Registrar-General), Mr. E. Osborne, Dr. F. Clark (Medical Officer of Health and Acting Secretary), and Mr. C. Vivian Ladds (Colonial Veterinary Surgeon).

##### THE DISPOSAL OF INFECTED CARCASSES.

Correspondence was submitted having reference to the disposal of the carcasses of animals dead of infectious disease.

The Hon. T. Sercombe Smith (Acting Colonial Secretary) wrote on September 22nd:—"I am directed to state for the information of the Sanitary Board that the Government is unable to accept the recommendation embodied in the resolution passed by the Board on the 8th instant for the establishment of crematoria for the purpose of burning cattle which have died of infectious disease, and for the cremation of human corpses, on the ground that in the former case the difficulty of removing the carcasses of cattle appears to be insuperable, and in the latter that present circumstances would not justify the Government in incurring the expenditure involved in the Board's proposal."

The following minutes were appended:—

Mr. Osborne—"Provision should be made for burial of cattle as near as possible to each farm, and I suggest consulting the proprietors of the principal farms on the subject."

Dr. Clark—"The grazing land of the Dairy Farm Company at Pokfulam is so extensive and extends on both sides of the public road that I think it would be better to leave the question of a burial site alone and deal with each case as it arises."

Hon. R. D. Ormsby—"I agree with M. O. H."

Mr. J. Dyer Ball—"I agree."

The Vice-President—"We had better select a site near Pokfulam for the burial of dead carcasses. Can the C.V.S. suggest one handy to the Dairy Farm?"

Dr. Clark (to C.V.S.)—"Will you suggest a site for the burial of the carcasses of diseased animals at Pokfulam? Would it not be a better plan to bury each carcass as near as possible to the place in which it has fallen, and have no fixed burial ground, as this latter will only necessitate the dragging of the carcasses over a more or less considerable distance and probably across public highways?"

Mr. Ladds—"(1) I do not know of any suitable site. Better refer to P. W. Department. (2) By far the better plan. There is no objection to having a common burial ground for cattle at Pokfulam."

The Vice-President—"I didn't mean one common burying ground, but as nearly all the trouble has been at Pokfulam suggested that as the most important locality to provide with a burial ground first."

The PRESIDENT—It seems to be the feeling that each case should be dealt with as it occurs in future.

No further action was taken in the matter.

#### MESSRS. LANE, CRAWFORD & CO. AND THEIR BAKERY.

Messrs. Lane, Crawford and Co. wrote on September 13th saying they had received notice requesting them to cover their bakery floor with concrete, as per Bye-law No. 10, section 13, Ordinance 24, 1887, and requesting that they should be granted exemption on the following grounds:—

"1.—In 1893 the surveyor of the Board instructed us to put down a complete new flooring of thick red tiles. This was done to the complete satisfaction of the Board's surveyor."

"2.—In April last the drains were entirely re-laid and altered according to instructions received and under the supervision of Mr. Crook, the Board's surveyor. This alone cost us \$200."

"3.—The area to be covered is very large, and we submit there appears but little necessity to concrete the whole of the ground floor, the greater part of which is in no way used in connection with the manufacture of bread. The actual space used in this respect would not be more than 30 feet square."

"4.—The employees sleep on an upper floor, far removed from the bakehouse proper."

"5.—Our bakery is as unlike a Chinese bakery as a house on Kennedy Road to a dwelling house in Taipingshan, and we respectfully submit the Bye-laws were framed more particularly for Chinese bakeries than one conducted by a European firm."

"We would ask your Board to allow the present surveyor to meet our representative at the bakery, so that he could personally see matters and have same thoroughly explained."

The minutes appended showed that both the M. O. H. and the Surveyor were of opinion that exemption should not be granted.

On the motion of the VICE-PRESIDENT, seconded by Dr. CLARK, the application was refused.

#### THE COLONIAL VETERINARY SURGEON AND THE SLAUGHTER-HOUSE WATCHMEN.

Mr. C. Vivian Ladds (Colonial Veterinary Surgeon) reported on September 29th that after having had more than ten years' experience of market and slaughter-house watchmen—during which time over 50 of them had served under him for various periods, generally short ones—he had finally decided to ask the Board to recommend that at the end of the current year the services of four out of the five watchmen at present on his staff be dispensed with. This recommendation was not the result of any sudden impulse, but of years of constant observation. He was confident many of these men had from time to time been the cause of much trouble and corruption in the markets and slaughter-houses, nor could he point out a single instance where they had proved to be of any service whatever. As it was necessary under present arrangements to retain one watchman for duty at Kowloon the best of the five men should be selected for this purpose. Should the services of four of the men be dispensed with it would leave a sum of \$90 per month at the disposal of the Government, and he suggested that \$50 of this should be divided between the two European inspectors upon his staff—the officer in charge of the animal depots and slaughterhouses to receive \$20 per month addition to his salary and the Inspector of Markets \$30 per month. This would bring the salaries of these two officers up to \$120 and \$110 per month respectively, the remaining \$40 per month to revert to the Treasury. Considering the additional responsibility imposed upon them he did not think the increases recommended by him could be considered excessive, especially when the present high cost of living was taken into consideration. Apart from this a fairly well-paid officer naturally does better work than one who is underpaid and discontented. Personally he was of opinion that the salaries of such officials should rise by annual or bi-annual increments until they reached a maximum of \$150 per month.

The following minutes were appended:—

Mr. Osborne—"Mr. Ladds is the best judge of the requirements of his department, and I



think the Board should adopt his recommendations."

Hon. R. D. Ormsby—"Get rid of useless and unnecessary watchmen by all means. Raising the salaries of inspectors with the money so saved is quite another question and should come up separately."

The Vice-President—"Recommendations such as these should detail the existing arrangements and those intended to be substituted. What are the duties of these watchmen, and if they go how are those duties to be performed? Mr. Ladds might attend and explain at the next meeting."

The President—"Request Mr. Ladds to attend and explain at the next meeting, please."

The President (to Mr. Ladds)—Can you inform us what the duties of these watchmen are?

Mr. Ladds—I believe there are special duties for watchmen laid down in one of the books. They simply have to carry out orders from time to time. Their principal duty is not to allow any unmarked cattle or sheep to go into the slaughter-houses.

The Vice-President—What are their hours?

Mr. Ladds—Four of them have eight hours at a time.

The Vice-President—How many are there?

Mr. Ladds—Five altogether—four at Kennedytown and one at Hunghom. The one at Kennedytown looks after the cattle and swine depot, and the other four are stationed at the slaughter-houses.

The Vice-President—Their duty is to see that no animals which are not marked go into the slaughter houses?

Mr. Ladds—Yes.

The Vice-President—That is a very important thing.

Mr. Ladds—Yes, if it is done.

The Vice-President—Which is to say it is not done?

Mr. Ladds—I have had 11 years' experience and I cannot tell one single case where they have done good.

The Vice-President—What I want to know is, is it necessary to prevent cattle which have not been passed by you as fit for human food going into the slaughter-houses?

Mr. Ladds—Yes.

The Vice-President—Very well, then, how do you propose to prevent it?

Mr. Ladds—I do not suppose we prevent it now.

The Vice-President—You may as well ask me is it necessary to prevent crime, and I say yes; you ask how, and I reply by putting policemen in the streets, but it would be absurd of me to say that because the Chinese policemen are not as good as they might be we should have none. If we don't have any watchmen at all will you tell the Board how we are going to prevent unmarked animals from going into the slaughter-houses?

Mr. Ladds—I do not know how you can prevent it. It is not prevented now, I think.

The Vice-President—Then the obvious thing is to improve your watchmen.

Mr. Ladds—You cannot improve them. I have had over 50 since I have been in the service and I have never had one I could trust.

The President—Is it not possible for cattle which have not been to the Government depots to be taken to the slaughter-houses?

Mr. Ladds—Yes. These watchmen have been passing in cattle for the last 10 years.

The Hon. R. D. Ormsby—I think the only thing is to get a man who will prevent cattle from going in unmarked. Is it necessary for them to be on duty the whole of the 24 hours?

Mr. Ladds—Yes.

Mr. Dyer Ball—What would you propose to do if these men were dismissed and no others taken in their places?

Mr. Ladds—We should be no worse off than we were before.

The Vice-President—I think we should have a detailed report on the system at present carried out and how Mr. Ladds would propose to act when he got rid of these watchmen and if he could suggest means of getting better watchmen. I should imagine if we gave better pay we should get better men. I move that such a report be prepared.

Hon. R. D. Ormsby—I second. Perhaps

Mr. Ladds may think of some way whereby he could put a check on the watchmen.

The motion was carried.

#### THE FOREMEN SCAVENGERS AND THEIR PAY.

Dr. Clark (Medical Officer, of Health) reported on September 29th as to the names, nationalities, and emoluments of the non-Chinese and non-European employés of the Board. He said Mr. Ladds had already recommended the abolition of four out of five watchmen at the slaughter-houses. After making enquiries the doctor was of opinion that the pay of the foremen of street cleaners and of the non-Chinese clerical staff compares favourably with that paid to similar men in other departments and outside the service.

Dr. Clark said the application for more pay was no doubt due to these men being called upon to contribute to the widows' and orphans' fund. Through their not contributing for a number of years they had to contribute 8 per cent. now instead of four per cent. in order to clear off the arrears.

The Vice-President suggested that the papers should be re-circulated and that it should be stated when these men had their salaries fixed. Many Government servants had not had their salaries touched for the last five and 30 years.

Dr. Clark produced the book giving the date of the first appointment.

The Vice-President—I think we ought to have that where it can be got at without any trouble.

It was decided to adopt the Vice-President's suggestion.

#### MORTALITY STATISTICS.

The mortality statistics for the colony of Hongkong for the week ended September 24th showed the death rate to be 18.3 per thousand, against 17.9 for the previous week and 17.6 for the corresponding week last year.

The mortality returns for Macao for the week ended September 18th show 43 deaths and for the following week 41.

#### MISCELLANEOUS.

The Board then proceeded to consider the conditions of the new scavenging contract and proposed additional bye-laws for the regulation of cattle diseases, markets, and slaughter houses, after which the Board adjourned.

#### THE CHARGES AGAINST LETTER-CARRIERS.

##### A RE-HEARING.

Our readers will remember that quite recently a postman named Cheng Tsang, aged 49, of Pun U, was sentenced to six months' hard labour for detaining letters without lawful authority or excuse, another postman named Li Ho, aged 26, also of Pun U, being sentenced to a like period for detaining a letter. Subsequently Mr. Brutton applied for a re-hearing on behalf of defendants, and the application was granted on condition that they each secured bail for \$500, which condition was fulfilled. The rehearing commenced at the Magistracy on the 4th Oct. before Commander Hastings. The Hon. A. M. Thomson, Postmaster-General, occupied a seat on the bench. Inspector Moffat conducted the cases for the police, and Mr. Brutton appeared for defendants.

The case against Cheng Tsang was taken first.

P.C. Collett said—About 9.30 a.m. on the 18th September I went to the Post Office in company with Inspector Moffat and Mr. Solly (chief clerk at the Post Office). We searched the messengers' rooms. In the table drawer in one room I found five letters and one post-card. I handed them to Mr. Solly. I produce four of the letters. The fifth letter was open and the stamp had been taken off, the place where the stamp had been being visible. Defendants bed and box were in the room I speak of, defendant being in the room when I found the letters. He said, "I put them in the drawer and forgot to hand them to the Postmaster." There was another bed in the room beside defendant's.

In answer to Mr. Brutton, witness said that since the 18th ult. he had been working under Inspector Moffat in this case, having been engaged in making enquiries of the addressees. The addressees had seen the letters and claimed

them, coming to the Police Office for the purpose.

Lam A. Mok said—I am a sailor on board the German steamer *Independent*, which I joined between the 19th of June and the 18th July. When on shore I stay at the Kwong On Seamen's Club. I was living there for a month before I joined the *Independent*. I have stayed there for the past three or four years. Since joining the *Independent* I have been on shore, but not frequently, and on each occasion have stayed at the Kwong On. People always know where to find me when ashore, and I get letters through the master of the Kwong On. I have not received any letters for several months. The letter produced is addressed to me and is from my elder brother, who lives at Foochow. The police brought the letter on board and showed it to me. The date of the letter was the 3rd March.

Lui Wan said—I am the master of the Kwong On seamen's boarding house, which I have kept about three years. I removed to Stanley Street in September of last year. Before then I kept a boarding house in the old Victoria Hotel. I have known the previous witness for two years, and have received letters for him. I have never seen the letter produced and addressed to the previous witness at my boarding house.

In reply to Mr. Brutton witness said he did not know of any other Kwong On boarding house in Hongkong but his.

Luk Ho said—I am a seaman unemployed and living at the Kwong On seamen's boarding house in Stanley Street. About 14 days ago the previous witness went into the country and returned to-day. In his absence I looked after the business. A constable has been to me and asked me if a certain letter had been delivered to me and I said no.

5th October.

Wong Man Ki, cook at the Tsoi Wo Tseung Club for Seamen at 5, Jubilee Street, said he had been employed there since May of last year and had been in the colony 11 or 12 years. He could not read except his own name and the name of the boarding house. He had frequently received letters for the members of the club at 5, Jubilee Street, and also for himself. He did not know defendant. He had never refused to receive letters at 5, Jubilee Street. He identified the letter produced as addressed to him at the Tsoi Wo Tseung. He did not know any of the other characters in the letter. The letter had never been offered to him at No. 5, Jubilee Street.

In answer to Mr. Brutton, witness said that when the accountant was not there he received the letters which came to the boarding house. He did not remember having seen defendant before. His duties took him a good deal among the members, and he knew most of them. He was away in the country for 13 days in September, and he was away for five days in August of last year. He did not know a man of the name of Chan Yik Cheung.

Chan Fuk, accountant of the Tsoi Wo Tseung Club, said letters addressed to members at the club were received either by himself or the previous witness. The letter produced had never been presented to him.

6th October.

The case for the prosecution was continued, evidence being given by a woman named Leung Luk, Mok Chan Ting (accountant at the Kwong Yi Kok boarding house, 82, Stanley Street), and Yung Fi Ting (a seaman who had acted as accountant at the same place during the absence of the other man).

Some delay was now caused in consequence of the subpoenaing of the Hon. A. M. Thomson, Postmaster-General, the court adjourning until he made his appearance.

Mr. Thomson said defendant was No. 1 postman at the General Post Office, and had been there all the time he (witness) had been connected with the Post Office. Defendant had a good character. With regard to the letter marked "A" handed to him, he could not say whether it was received in Hongkong or not. There was no Hongkong Post Office stamp on it. The stamp was defaced by what appeared to be the Chinese Imperial Post Office chop. It



seemed to be dated 12th day of the 12th moon. He could not say when it was received at the Hongkong Post Office or whether it was received there at all. Another letter marked "B" handed to him he said was posted in the Imperial Chinese Post Office, Shanghai, and received in Hongkong on the 29th March. The letter "A" showed that the letter was received in the morning and went out by the first delivery in the morning at eight o'clock. Supposing "A" had come to Hongkong Post Office the clerk in charge at the time as a rule opened the mail bags. There was a regular rota. It frequently happened that two letters stuck together and in this way one would miss being stamped. About eight postmen went out at each delivery, six or seven being confined to the city of Victoria. Each man had a particular postal district, but when there was a large amount of correspondence two went out to one district. He did not think defendant had any particular district. He only went out occasionally, as he was not a regular postman. With regard to the letter marked "C," it came from Cochin-China and was received in the Hongkong Post Office on the 15th March. According to the date stamp it should have gone out for delivery at ten o'clock in the morning. The letter marked "D" was received at Foochow and was received in Hongkong on the 4th of May last before 2 p.m. There were six deliveries in Victoria, beginning at 6 a.m. Defendant was in charge of the Chinese letters. He sorted them along with others. Defendant got \$8 a month. No one knew how many letters a man took out.

The hearing was further adjourned.

#### SPECIAL LICENSING SESSIONS.

On 4th Oct. at noon a special session of the Justices of the Peace was held in the Justices' Room at the Magistracy for the purpose of hearing applications under the licensing law. Commander Hastings, Acting Police Magistrate, occupied the chair, and there were also present the following justices:—Hon. F. H. May (Captain Superintendent of Police), the Rev. R. F. Cobbold, Dr. Clark, Messrs. J. Dyer Ball, A. Shelton Hooper, G. Murray Bain, T. H. Reid, D. R. Crawford, E. W. Mitchell, C. S. Sharp, and C. W. Duggan.

##### THOMAS'S GRILL ROOM.

The second item on the agenda was—"To consider an application from one J. C. Goodchild for the transfer of his publican's license to sell and retail intoxicating liquors at house No. 2, Queen's Road Central, under the sign of Thomas's Grill Room, to one Thomas S. Woods."

The CHAIRMAN remarked that this application had been withdrawn.

##### THE WESTERN HOTEL.

Mr. Hursthouse applied on behalf of F. J. F. Bedford for the transfer of the license of the Western Hotel, 90, Queen's Road West, to James Dodd. He remarked that there was no police objection, adding that Mr. Dodd had served 18 years in the Naval Police at Hongkong and had certificates of very good character. Prior to that he was Quarter-Master Sergeant in the Chinese Maritime Customs, and previous to that was an able seaman in the Navy. He was 50 years of age, and had certificates extending over a period of 30 years. He had been in Hongkong for the greater part of that time. His most recent certificate was one from Commodore Holland in respect of 18 years' service, from November 27th, 1879, to last year, in the Royal Naval yard, and his character there was represented as being very good. Mr. Bedford was leaving Hongkong chiefly on account of ill health and desired to transfer his license on that account.

Mr. CRAWFORD—I think it is as well to let these men know that they should not have as guarantors people who supply them with liquor.

The CHAIRMAN—We will discuss that afterwards.

##### THE NEW HOTEL ON SHAUKIWAN ROAD.

The next business was "to consider an application from one Charles Dalton for a publican's license to sell and retail intoxicating liquors on the premises situated on part of Inland Lot No. 897, Shaukiwan Road, under the sign of the Metropole Hotel."

Mr. Master, who appeared for the applicant,

said he understood that there was no police objection. A good deal of money had been spent on this place in order to fit it for an hotel—somewhere about \$8,000. The nearest public-house was the Bay View Hotel, which was quite a mile away.

##### THE BAY VIEW HOTEL.

Henry Williams applied for the transfer of the license of the Bay View Hotel, Shaukiwan Road, from himself to Peter Hayes.

The CHAIRMAN—There is no police objection.

##### THE ORIENTAL HOTEL.

Nicholas Gabriel Marques applied for a publican's license to sell and retail intoxicating liquors on the premises situated at houses Nos. 67A and 68B, Queen's Road Central, under the sign of the Oriental Hotel.

The CAPTAIN SUPERINTENDENT OF POLICE said he thought it right to mention that one of the persons whose name appeared as guarantor said he knew nothing about it.

Mr. SHELTON HOOPER thought they ought to ask applicant how he got this name.

The Justices considered the applications in private, and at the end of half-an-hour the CHAIRMAN announced that all the applications had been granted with the exception of that for the Oriental Hotel, which was refused.

#### A SHAM PAWNBROKER SEVERELY DEALT WITH.

At the Magistracy on 4th Oct., before Commander Hastings, Hung Tin Po, of East Street, shop-keeper, was charged with carrying on the business of a pawnbroker without a licence.

An unemployed seaman named Niel MacKinnon, said he deserted from the *Empress of Japan* on the 27th ult., taking his kit with him. On the following afternoon he went to defendant's shop, along with a man named Hogan, who had deserted with him. Defendant was a general dealer. Defendant lent him \$5 on his kit, the real value of which was £7. He agreed to call for it on Monday, the interest charged to be at the rate of 10 cents for every dollar. Hogan also sold him his kit. Hogan signed his name in a book, but complainant signed nothing. On the 30th ult. he went to defendant's shop to take out a suit of clothes—part of his kit—but defendant refused to let him have them. Complainant called in a sergeant of police, who took defendant to the Central Police Station. Defendant was told in the charge room to keep the clothing until the appointed time, when if complainant could not pay for them he might sell them. On Saturday morning complainant went again to defendant's shop, offering \$5.50 for his kit, but he was told he could not have it, as the clothes had been to the wash and were being dried. On Monday he went to defendant's shop again and paid him \$9 for his bag. Several articles of clothing were missing.

P. C. Ritchie said that on Monday night he was on duty in Queen's Road Central when complainant took him to defendant's shop and laid a charge against defendant, saying that part of his kit was missing. Defendant said he had sold it, afterwards saying he would produce the missing articles on Monday.

Li San, a tailor in defendant's employ, said he had never seen complainant in the shop before Monday.

Defendant was fined \$200 or six months and the witness Li San \$25 for lying.

Defendant was subsequently charged with stealing the articles which were missing from complainant's kit and sentenced to six weeks' imprisonment.

#### HONGKONG JOCKEY CLUB.

##### ANNUAL GENERAL MEETING.

The annual general meeting of the members of the above Club was held in the City Hall on Saturday afternoon. The Hon. C. P. Chater was voted to the chair. There were also present the Hon. J. J. Bell Irving, Colonel The O'Gorman, Messrs. D. Gillies, R. M. Gray, M. Grote (Stewards), J. McKie, E. W. Mitchell, G. C. C. Master, Captain Tillet, J. H. Lewis, Crane, A. Coutts, E. F. Mackay, W. H. Percival, G. C. Fullerton, G. K. H. Brutton, J. Jupp, E. W. Rutter, W. H. Gaskell, P. Jordan, H. N. Mody, T. F. Hough (Clerk of Course.)

Mr. Hough read the notice convening the meeting.

The CHAIRMAN said—The accounts have been in your hands, gentlemen, for several days and have doubtless been carefully gone into by you. You will observe that we commenced with a debit balance of \$27,688.54, and close with one of \$26,233.89—a difference of \$1,454.65, which when added to \$1,160.42 (payments account new buildings), shows \$2,615.07 to the good on the year's working. Of the other items on the debit side the difference between last and previous years is immaterial, some charges being in excess whilst others are a little less. For instance, the wages item and that for attendance at the meeting of ticket inspectors, clerks, &c., are higher owing to more men being employed than formerly. On turning to the credit side, the entrance fees and subscriptions are less than 1897, while entries and nominations are \$1,120 more, thanks to the more liberal support than usual that the club received from friends from the north last meeting. The amount realised by sale of tickets, &c., shows a falling off much to be regretted, while that realised by the rents of stands, &c., shows an improvement of \$235, which is satisfactory. Under the heading "Sale of tickets, &c.," various sources of revenue are included and the decrease under the heading is attributed to one of these. In connection with it the stewards have held an investigation, the details of which are all recorded in the minutes for the information of the stewards who come after us, and I feel sure with the information before them such a thing will not occur again. The thanks of the stewards and every member of the club are due to Mr. Mackay for the trouble he has taken in this investigation. Mr. Mackay's report and the full particulars, together with a report from the stewards, I have here for the perusal of any member wishing to see it after the meeting.

Mr. MASTER, in seconding the adoption of the report and accounts, remarked with reference to the debit in the Hongkong Bank of \$26,000, that the members should be asked to take up the balance in the shape of debentures. He thought that course would strengthen their position with the Government, because if the Government said they ought to pay large sums as they were very successful, the Club could say they could not pay the heavy charges because they had still to pay the debentures. He suggested that the stewards talk the matter over amongst themselves and if they thought it an advisable scheme they should communicate with the members during the winter months and ascertain what were their views on the matter. Of course it was rather difficult to get money at the present time. He also suggested that a rule be added to the miscellaneous rules to provide for the registration of racing colours, so as to prevent pirating of colours.

Mr. LEWIS said the matter of colours was left to the discretion of the stewards, and no person was allowed to select colours previously chosen by another member.

The report and accounts were unanimously adopted.

The CHAIRMAN said he heartily concurred with the views expressed by Mr. Master with regard to the issue of debentures. He feared, however, the present was not a very opportune moment for the issue, as money was dearer now than it had been for the last year or two. The registration of colours was a good idea. With regard to Mr. Lewis' remark, it had been the custom of the stewards that if two members sent in the same colours the stewards pointed out to them that they could not have the same colours for two owners, and either one or the other had to alter his colours slightly so as to make a difference between the one or the other. He felt sure the stewards elected that day would take into consideration the remarks of Mr. Master and Mr. Lewis.

Mr. HOUGH read the following report of the Gymkhana Committee—During the past summer four gymkhanas were held viz., on 16th April, 21st May, 2nd July and 3rd September. The elements were rather against us and the meeting of 2nd July was brought off after two postponements. Regarding the gymkhana of the 3rd September, it was found that the several events took longer to get through than had been anticipated when the programme was drawn up. Certain of them were, therefore, held over for competition until the following Saturday (10th September) when



with the addition of other events an extra Gymkhana was held. The meetings so far have been exceptionally well attended and have been productive of much healthy recreation to those who patronize and took part in them. The accounts are still open, but it is satisfactory to note that to-day the balance to the credit of the fund with the Hon. Treasurer stands at \$976.93. There are bills outstanding and the running expenses of the next gymkhana to provide for, but the Committee look forward to carrying over a substantial credit at the finish of the season. It is proposed to hold a meeting of the Committee shortly to consider the programme for another gymkhana."

Mr. LEWIS thought it would be much more to the interests of the Jockey Club if the stewards would take a greater interest in the gymkhana and introduce more racing events into programmes.

The CHAIRMAN pointed out that the Gymkhana meetings were arranged by their own Committee. The Jockey Club stewards were only stewards *ex officio* of the gymkhanas.

Mr. LEWIS said his remarks were only with regard to the Gymkhana funds. It would be an inducement to several owners to keep ponies over the summer if they had the privilege of racing them.

Mr. MASTER proposed that the gymkhana meetings be held as heretofore during the ensuing year.

Colonel The O'GORMAN seconded, and the motion was carried.

The undermentioned gentlemen were elected stewards for the ensuing year:—Hons. J. J. Bell-Irving and C. P. Chater, Messrs Gillies, R. M. Gray, M. Grote, C. F. Harton, T. Jackson, Hon. F. H. May, Lieut.-Col. The O'Gorman, Hon. T. H. Whitehead.

### THE INTERPORT CRICKET MATCH AT SHANGHAI.

TUESDAY 27TH SEPTEMBER.

When the weather became overcast yesterday afternoon, and when rain began to drizzle down towards nightfall; when this morning broke, dark, overcast and lowering, the spirits of our local cricket enthusiasts sank to a corresponding gloomy level, and fears were general that we should have to postpone the great inter-port match on account of a break up of the weather. But, happily our forebodings, however dark, were not to be realized, for though the weather remained heavy and depressed, the rain held off and a fine afternoon's cricket was the result. A considerable number of spectators put in an appearance as the day wore on and the proceedings were enlivened by the strains of the Town Band.

The feature of the day's sport was the unaccountable collapse of Shanghai in the middle of a most promising innings. After Moule and the elder Lanning had made a splendid stand, the succeeding players were dismissed in a most melancholy procession, three of the very best, Dew, Mann and Farbridge, retiring successively for duck. It is on all hands agreed that Hongkong has sent up a very strong all-round eleven, and as matters stand at present their score of 179 will be a hard nut for Shanghai to crack. The fielding on both sides throughout the proceedings was sharp and close, very few chances being missed. The arrangements all round were excellent and the Cricket Club Committee, to whom they were entrusted, are to be congratulated on the result of their voluntary labours. When stumps were drawn the Hongkong Eleven had made 179 for their first innings and the home team 134 with three wickets still to fall.

Messrs. J. L. Scott and C. Barff acted as Umpires for Shanghai and Hongkong respectively. Appended are details of the play:

Five minutes after the appointed hour Dr. Lowson and G. D. Campbell opened the Hongkong innings against the bowling of Jackson and Mann, the latter at the Pavilion end. In the first over the Doctor scored a single run, and two more shortly after off the first ball of Mann's delivery. Nothing further was done, however, until the change over, the home eleven fielding too warily for any liberties to be taken by the batsmen. Jackson's second over was unbroken by a run, but Mann had three recorded against him in the next over, one by Lowson and two by Campbell. Jackson was then got

away for a couple by the Doctor, but Mann, off whom what scoring was recorded had hitherto chiefly been, had better luck next time, and for the first time the scorers marked the welcome big "M" after his name in the book. Two smartly scored by Lowson off Jackson brought the score to 10, at which stage play seemed to get livelier; after 20 minutes' play, 20 was posted on the score board, both bowlers being treated with equal freedom by the batsmen, especially by Lowson. At 22 Lowson had the misfortune to "sky" one from Jackson which was easily held by Farbridge, at short slip, and what had seemed a very promising partnership was dissolved; the Doctor made 14 in the most free and easy manner, his score including a couple of good 3-strokes. Langhorne succeeding, play slackened somewhat, each of the bowlers in succession sending down a "maiden." At this stage of the game a very pretty piece of fielding by Wallace has to be mentioned, a clever stoppage by him, in slips, of a ball sent away by Campbell off Mann saving at least three runs. At 11.45 the board showed 30, and from this on things began to get much livelier, Campbell scoring a three and a four in succession off Mann, who in this particular over had ten runs made off his bowling. After this Mann was replaced by Moule, who was so far successful that Campbell could make nothing off his first over. It was in Jackson's 11th over that 40 was posted, which figure was completed by a magnificent hit for 3 by Langhorne. Jackson's record just previous to this hit was 10 overs, 5 maidens, 10 runs. The first ball of Moule's next over, however, was an unfortunate one for Langhorne, who was cleverly caught by Farbridge at long stop, the score being 42.2.8. Moberly, the next man in, commenced scoring immediately, and chiefly through his exertions, the total footed up to 50 in a very short time after his advent. At 56 Dew replaced Jackson at the far end and bowled a maiden over by way of a start, but the change was not otherwise effective; the score went steadily up to 60 and then to 70, until at 79 Jackson was tried again in place of Moule, who was being pretty severely punished by both batsmen, and Mann went on again in place of Dew, but the defence, especially that of Campbell, (who had now been playing nearly an hour and a half) continued of the most cast-iron character, until shortly before 12.30 Mann took Moberly's bales off, the score standing at 89.3.32. Arthur then joined Campbell, but before an over had been bowled, and without anything being added to the score, Campbell went out l.b.w., having played a splendid, steady game for an hour and 40 minutes, during which he knocked together 32 runs without giving a chance. 89.4.32. Anton succeeded, and about 15 minutes after he went in 100 runs were posted on the telegraph board. At 109 Anton was missed at long stop off Jackson, and at 110 Wallace, who had been doing splendid service in the field, took up the attack from the far end of the pitch, only however, to be punished to the tune of 11 runs in his opening over. His second essay was more successful, Anton skying the first ball and dropping it right into the hands of Tyack at point. 122.5.26. Lethbridge, going in next, got away with a couple of runs at the outset, but directly afterwards play was suspended in consequence of a rather nasty blow which Arthur received. Tiffin then intervened, at which stage the score stood at 126, five wickets down.

On resuming Arthur (completely recovered from his hurt) and Lethbridge, again faced the bowling of Jackson and Mann. The latter sent down a maiden, and the first scoring achieved was a single run by Arthur off Jackson, which his partner immediately followed up with a similar stroke of the same bowler. Arthur then scored two, still off Jackson, but the remaining balls of the over were unproductive of runs. Play seemed to go on rather slowly for a while after this, but still by ones and twos the score went up to 140, and then a couple of four hits by Lethbridge, and a two by Arthur, carried the total up to 150. At 154, another change of bowlers was tried, Dew replacing Mann at the far end, and the very first ball of the newcomer was played by Lethbridge into the hands of A. E. Lanning, the wicket-keeper. 154.6.15. A. G. Ward, the next man in, commenced to score at once by making a single off Dew, in which he was promptly imitated by his

partner Arthur. At this stage Moule took over the bowling from Jackson at the Pavilion end, but with only moderate success, for Arthur scored a couple off his very first delivery. The next over (Dew's) was distinguished by the dismissal of Arthur, which was effected by one of the most brilliant catches ever made on the Club Ground. The batsman sent a high ball up, which Wallace, in the long held, had quite a good run to secure. But he did secure it, amidst the hearty applause of the spectators and Arthur retired with a well-made 26 to his credit. Seven wickets down. The Rev. G. R. Vallings succeeded, but was not long in before he lost his partner Ward, who was caught behind the wickets by A. E. Lanning off Dew, 167.8.2. Captain Dyson, the newcomer, at once made three off Moule, but the next ball of the latter was a fatal one for Dyson's partner, Vallings, who was caught by Jackson at mid off. 171.9.6. Davies, the last man in, was caught by Dew off Moule when he had made 6 runs, and the innings closed at 2.55 p.m. for 179, Dyson (not out) being credited with 5.

At 3.15 p.m. A. E. Lanning and W. H. Moule opened the innings for Shanghai, Lowson and Lethbridge bowling, the latter at the Pavilion end. Lanning scored a run off Lowson's first ball, but nothing further was done during the over, and the next, Lethbridge's, was a maiden. Moule then opened out on Lowson's delivery and sent one away for three, which Lanning followed up with a four off the same bowler. The next scoring was a four by Moule off Lethbridge, bringing the score up to 10 in something less than five minutes. Moule next got Lethbridge away for three, but he was unable to score off Lowson's succeeding over, which proved a maiden. Lethbridge, however, he sent away for four, bringing the score up to 20 after 12 minutes' play, and then Moule got him again for what should have been another 4 if the ball had not been cleverly stopped by the Rev. Mr. Vallings, who saved his side at least three runs by a smart piece of fielding. Play continued fast, both batsmen scoring freely, and 30 was posted before the home team had been 15 minutes in. Five minutes later the board registered 40 and at 47 a change of bowlers was tried, Davies going on in place of Lowson at the far end, and at the Pavilion end, Vallings in place of Lethbridge. Each of the newcomers bowled a maiden in turn, but in Davies' second over Moule scored a single and Lanning a two. Another "boundary" by Moule off Davies then brought the total up to 50, but at 59 this brilliant batsman was caught at point by Langhorne off Davies for 44 including five 4s and five 3's. T. Wallace succeeded, and at once began scoring with a single off Davies, bringing the score to 60. Shortly afterward he drove the same bowler in magnificent style for four and then made a couple of singles off Vallings, after which Lethbridge was substituted for Davies at the far end, but still the score went up steadily, 70 and 80 being posted up in quick succession, and 90 was not long in following, at which stage Lowson replaced Vallings at the Pavilion end. But the change was of no avail, the run getting still continuing and at 88 Campbell was tried at the far end. The 100 was completed for Shanghai by a neat cut for 3 by Lanning off Campbell, but immediately after Wallace went out c. and b. Lowson, the score being 102.2.20. Dew succeeded, but was clean bowled without scoring at 105. Three wickets down. Tyack, the next man to go in, was at the wicket for some time before he scored, but when he did begin it was with a fine drive for four off Campbell, and then a single, and in which he gave a chance to Lethbridge, which was not taken, bringing the score up to 110. But the hit of the afternoon was one made by Lanning off Campbell a couple of overs later, on which five runs were made. About this stage of the game a new bowler, Langhorne, was tried, but he appeared for a time to have no better success than his predecessor Lowson and before he had been sending down balls very long the board showed 110. But at this stage Langhorne took Lanning's stumps and this fine young cricketer retired with 43 to his credit, having played an almost faultless game for just two hours, admittedly the best innings of the day. 119.4.43. Mann then joined Tyack, but retired clean bowled by Lethbridge for "duck" at 124. Five wickets down. Farbridge succeeded but was almost at once clean bowled by Leth-



bridge and dismissed without scoring. 126.6.0. Veitch followed Farbridge and soon after the score was taken to 130, at which stage Tyack was caught by Lethbridge off Langhorne for 18, seven wickets being down. Jackson went in next but did not receive a ball, stumps being drawn for the day shortly after his advent, the score being 134 with 7 wickets down.

The scores are as follows;—

HONGKONG 1ST INNINGS.	
Dr. Lowson, c Farbridge, b Jackson	14
G. D. Campbell, l.b.w., b Jackson	32
Capt. Langhorne, c Farbridge, b Moule	8
H. S. Moberly, b Mann	32
H. Arthur, c Wallace, b Dew	26
A. S. Anton, c Tyack, b Wallace	26
W. A. L. Lethbridge, c A. E. Lanning, b Dew	15
A. G. Ward, c Lanning, b Dew	2
Rev. Vallings, c Jackson, b Moule	6
Capt. Dyson, not out	5
P. G. Davies, c Dew, b Moule	6
Extras	7
	179

BOWLING ANALYSIS.				
	Overs.	Mdns.	Runs.	Wkts.
Jackson	30	11	42	2
Mann	23	8	58	1
Moule	11	1	40	3
Dew	8	1	18	3
Wallace	2	0	14	1

WEDNESDAY, 28TH SEPTEMBER.

The heat in the early part of the day was simply stifling, but shortly after the interval for tiffin a brief but very welcome squall came down which cooled off things considerably. The attendance was even larger than yesterday and the sport was followed with the utmost enthusiasm. The arrangements were again admirable, everything was well managed and everybody concerned was loudly praised. Play was pretty fair, the fielding, particularly of the Shanghai eleven, being simply perfect. Details are appended:—

At 11.10 this morning the match was resumed. Veitch (4) and Jackson (0) the two not-outs taking up play where they left off last evening, against the bowling of Lethbridge and Lowson. It will be remembered that when stumps were drawn yesterday Shanghai had made 134 for 7 wickets, and Hongkong 179. At the outset this morning play was slow and wary, the first over sent down by Lethbridge being a maiden, but in the next over (Lowson's) Veitch got one away to leg for 3 and in a few minutes after repeated the performance for 4 off Lethbridge, bringing the Shanghai score up to 140. In the next over Jackson broke his "duck" with a 3 off the Doctor, which Veitch supplemented by driving the succeeding ball finely for a similar number of runs. The same batsman then took the score to 150 by sending Lethbridge's delivery to the boundary, and then four "byes" made a welcome little addition to the Shanghai score, which was further increased on the next ball by a single scored by Veitch off Lethbridge. Nothing further was done worth recording until at 1.58 a change of bowlers was tried. Langhorne went on at the Pavilion end and with his first ball overcame Veitch's defence and took his stumps. 1.58.8.21 G. F. Lanning succeeded, and shortly after his arrival three "byes" were credited to Shanghai, taking the score past 160. Lanning then got Lethbridge under control and sent him away for a two and a four in succession, and in the next over Jackson scored a three off Langhorne. At 1.71 Davies took over the attack from Lethbridge and Jackson snicked a single off the newcomer's second ball. At 1.74 Jackson gave an easy chance in the long field, which however, the man stationed there (Ward) politely declined to accept, and the same batsman soon afterward scored a third off Davies after which a couple by Lanning, also off Davies, brought the Shanghai total up to the level of Hongkong, namely 179. Shanghai being still two wickets to the good. Directly after Jackson made a single off Langhorne taking the score to 180, which was posted amidst the hearty applause of the supporters of Shanghai, the time being 11.40 a.m. Scoring still continued until at 1.40 Lanning was missed by Moberly (third man) off Davies, but the chance was rather a difficult one. Captain Dyson then took over the bowling from the Pavilion end, but there was no cessation in the run-getting and the spectators applauded enthusiastically when, at 11.55 a.m., 200 runs were posted on the board. Lethbridge then replaced Davies at the far end

at 203. Jackson was fairly caught by Moberly off the newcomer. The retiring batsman had made rather a fluky 22, having given at least three chances before the one that dismissed him was accepted. Shanghai's last man, Cumming, then joined Lanning, but the partnership did not last long, Lanning going out l.b.w. before Cumming had an opportunity of doing anything, and the innings thus closed, at 12.05 p.m. for 203, that is 24 runs ahead of the Hongkong total. The Shanghai score was:—

SHANGHAI 1ST INNINGS.	
W. H. Moule, c Langhorne, b Davies	44
A. E. Lanning, b Langhorne	43
T. Wallace, c and b Lowson	21
G. C. Dew, b Campbell	0
W. J. Tyack, c Lethbridge, b Langhorne	13
J. Mann, b Lethbridge	0
R. A. Farbridge, b Lethbridge	4
H. Veitch, b Langhorne	21
W. H. Jackson, c Moberly, b Lethbridge	22
G. F. Lanning, l.b.w., b Langhorne	21
E. O. Cumming, not out	0
Extras	14
	203

BOWLING ANALYSIS.				
	Overs.	Mdns.	Runs.	Wkts.
Lowson	17	6	44	1
Lethbridge	22	6	51	3
Davies	13	2	30	1
Vallings	7	1	15	0
Campbell	5	1	17	1
Langhorne	13	5	25	4
Dyson	2	0	7	0

Score at fall of wickets:—

SHANGHAI.										
1	2	3	4	5	6	7	8	9	10	

For 59 102 105 119 124 126.130 158 203 208

At 12.25 p.m. the Hongkong second innings opened, Campbell and Dyson starting the play to the bowling of Mann (Pavilion end) and Jackson. The ground had been rolled in the interval and scoring was started almost at once, by Captain Dyson snicking a run off Mann in the first over. When half-a-dozen runs had been made Campbell had a very narrow escape of being run out, and immediately after the lucky batsman took the score up to 10 by a clever cut for 3 off Mann. Dyson followed up with a four off Jackson, and in the same bowler's next over (Mann having sent down a "maiden" in the meantime) Dyson sent the leather away again for a two and a four in quick succession. Mann then bowled a second "maiden," after which the score was taken by means of a few singles to 23, at which point Dyson retired, l.b.w., for 16. Langhorne succeeding, treated Mann's delivery so cautiously that this bowler was credited with a third "maiden," and on the third ball of the next over (Jackson's) Langhorne was run out without having scored, the total still being 23. The man who threw the ball in, Dew, whose position in the field was mid off, was heartily applauded for the smart piece of work which dismissed Captain Langhorne. Moberly was the next man in and shortly after his arrival Mann was replaced by Dew, off whose first ball Campbell scored a run. Moberly had not been long at the wicket when he had a narrow escape of being run out; but he did not survive long, for the first or second ball after his let-off, he was beautifully caught by Dew in the slip off Jackson. 26.3.1 Arthur then joined Campbell, but nothing remarkable was done until 1 o'clock at which hour play was suspended for tiffin, the score standing at 29 and the not-outs being Campbell (11) and Arthur (1).

On resuming at 2.05 p.m., Arthur scored a run off the very first ball he received from Dew, which brought the total up to 30, and the last ball of the over was negotiated by Campbell for three. Jackson was punished in the next over for 10 runs, Arthur making a 4 and a 3 and a single, and Campbell a couple of singles, bringing the score up to 40. Arthur then got Dew away for 3, and then Jackson for a similar number, and a few singles coming in to swell the total, the score was taken quickly up to the half-hundred, at which stage Wallace took over the attack at the far end from Jackson. A change was also effected at the Pavilion end, where Mann replaced Dew, but the run getting still continued merrily, the squall of rain which occurred about this time evidently favouring the batsmen who got threes and fours and duces away in quick succession off both the bowlers, 60 was

posted and the partnership seemed as if it would endure, when at 65, Arthur was clean bowled by Mann after having made a very fast and well-played 26. Four wickets down. Anton joined Campbell and at once began scoring by hitting Mann prettily to the off for 3. At 65 Moule was tried at the far end, but Anton got him away for a pretty single on the second delivery, and Campbell for two on the next ball, enabling the scorer to order "70 up" on the telegraph board. It was not very long before this figure was replaced by 80 and then in due course 90 had to be substituted, and finally amidst many expressions of rejoicing the coveted three figures appeared on the board. Mann was then taken off the bowling and Dew substituted, and Jackson was sent on to the far end in place of Moule. But despite the double change runs still came, until at 104 Anton was caught by Farbridge off Jackson for 25. Five wickets down. Lowson then joined Campbell and distinguished himself by making three off the second ball sent down to him by Dew. But runs came slowly for some time after this for a while, and it was quite a spell after Lowson's arrival before 110 was posted. At 113 Mann went on once more at the Pavilion end. Lowson soon managed to get him away for two and Campbell (who had been playing a regular stonewall game since the beginning of the innings) for a single. Directly afterwards, however, Lowson was caught behind the wickets off Jackson. 119.6.9 Lethbridge joined Campbell, who at once made a single off Mann, bringing the score to 120, but two balls later this fine batsman retired clean bowled for 43, which was knocked together in magnificent style. On returning to the Pavilion after his long innings he was received with a hearty round of cheering and hand-clapping which he fully deserved. 120.7.43. Ward succeeded, but before anything had been added to the score, Lethbridge retired, c. Dew, b. Mann, for "duck." 120.8.0. The Rev. G. R. Vallings went in next and lost no time about making a run, but a couple of balls later, Ward was disposed of by a slow ball from Mann, and retired without scoring. 121.9.0. Davies, the last man to go in, made 4 and was clean bowled by Jackson, when the innings closed for 126, Vallings not out being 2. During the innings not a single "Extra" was recorded, a fact of which the wicket-keeper, A. E. Lanning, has a good right to be proud.

HONGKONG 2ND INNINGS.	
G. D. Campbell, H.K.R., b Jackson	43
Capt. Dyson l.b.w., b Jackson	16
Capt. Langhorne, R.A., run out	0
H. S. Moberly, H.K.R., c Dew, b Jackson	1
H. Arthur, b Mann	26
A. S. Anton, c Farbridge, b Jackson	25
Dr. Lowson (Capt.) c A. E. Lanning, b Jackson	9
W. A. L. Lethbridge, K.O.R., c Dew, b Mann	0
A. G. Ward, b Mann	0
Rev. Vallings, not out	2
P. G. Davies, R.A., b Jackson	4
	126

BOWLING ANALYSIS.				
	Overs.	Mdns.	Runs.	Wkts.
Mann	21	6	43	3
Jackson	24	7	50	6
Dew	11	4	17	0
Wallace	3	0	7	0
Moule	4	0	9	0

Score at fall of each wicket:—

1	2	3	4	5	6	7	8	9	10
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For 23 23 26 65 104 119 120 120 121 126

At 4.25 Shanghai went in for the second innings with 102 to tie and 103 to win, Cumming and Moule opening the batting, to the bowling of Lethbridge and Vallings, the latter at the Pavilion end. Matters went rather slowly for a while but at last Moule got the measure of Vallings' delivery and sent him away for a four and then for a single, and then for another single and another four, bringing the score up to 10. Run getting continued uninterrupted for some time longer, until at 16 Moule was clean bowled by Lethbridge for 13. Wallace then went in but speedily went out again, dismissed by Lethbridge without scoring. 16.2.0. Tyack succeeded, but was caught almost immediately by Moberly off Lethbridge. 16.3.0. Mann then joined Cumming, but with 3 added to the score, Cumming retired, caught in the slips by Ward off Vallings. 19.4.4. Dew succeeded, and soon after, when the in-



nings had lasted 35 minutes, 20 was posted. Dew then made a two but the very next ball delivered him by Lethbridge took his stumps. 22-5-2. At this stage of the game it may be mentioned that Lethbridge's analysis was 4 wickets for five runs. A. E. Lanning then went in and the hopes of Shanghai, which were getting rather low, rose somewhat at his advent. Anticipations with regard to him seemed to be justified, for the first ball he got (from Vallings) he sent away for two. A single was then made by Mann off the same bowler, and at 25 Langhorne was tried at the bowling in place of Vallings, but Lanning scored a 3 off the new-comer's first ball, which he followed up soon after by a single off Lethbridge, and then a bye brought the score up to 30, at which stage, Lowson took over the bowling from Lethbridge. The next event was a magnificent drive for four by Lanning off Langhorne, followed almost immediately by a two by the same batsman also off Langhorne, and then at 5.30, stumps were drawn for the day, the score standing at 39, five wickets down. At the close of the day's play Shanghai was thus left with 63 to win.

## THURSDAY, 29th SEPTEMBER.

The flag of the Shanghai Cricket Club is lowered this afternoon and that of the Hongkong visitors, which during the three days of the Great Inter-port Match just concluded, had been flying alongside the local colours, now rustles in the breeze in solitary and triumphant state over the ground of the S.C.C. The reason is not far to seek. Hongkong has beaten Shanghai by 28 runs, snatching victory it may almost be said, out of a contest where defeat seemed inevitable. At the close of the visitors' second innings yesterday Shanghai had only 103 runs to make to win and on the drawing of the stumps this figure was reduced to 63, which, though five Shanghai wickets had fallen, it was confidently anticipated would be made by the five surviving batsmen this morning. But the destinies that rule cricket and other mundane matters have decreed otherwise, and the five batsmen, the flower of Shanghai's sporting talent, were unable to do more towards pulling the game out of the fire than knock together a miserable 35 before the last brilliant catch which dismissed the tenth man, Jackson, was made in the field by Campbell. Victory thus rests with Hongkong and there can be no doubt that the better team has won. Considering the kind of work that was done for Shanghai after Lanning and Moule had made the first and only stand for the eleven in the first innings, the wonder is how Shanghai ever managed to achieve the really creditable total of 203 in their opening innings. But such things happen in cricket. Of the local eleven the laurels, such as they are, must be awarded to A. E. Lanning, who not only made the second highest score on his side, 43, and three first-class catches, but kept wicket so well in the second innings of the visitors that not a single "extra" was obtained. W. H. Moule, as was to be expected, batted in splendid form and made no mistakes in the field, but of the remaining members of the eleven, except perhaps Mann and Jackson, on whom devolved the brunt of the Shanghai attack, the less said, perhaps, the better. Of the visitors it is generally agreed that Campbell gave the best exhibition of sound cricket, while to Langhorne and Lethbridge, and Lowson and Arthur and Vallings, considerable credit must be given for showing their opponents the cricketing standard they must attain before they can hope to contest a first class match successfully. Details of the morning's play are appended:—

Pretty sharp on time the two Shanghai not-outs, Mann (4) and Lanning (14) resumed the defence for the home eleven the score for five wickets being 39, and Shanghai requiring 68 to win. Lethbridge opened the attack from the far end and was unfortunate enough to have his first ball sent away by Mann to the boundary. In the next over, Lowson, bowling from the Pavilion end, was unlucky enough to spoil an unbroken over by sending down rather an easy one for the last which Mann got very prettily away for four, and a couple of singles off Lethbridge, one by each batsman, then brought the total up to 50. At 5.2 Langhorne went on in place of Lowson and almost directly after Mann had a miraculous let off, sending an easy ball into Lethbridge's hands, which however was not held. The lucky batsman scored a boundary off

the next ball, and a few singles coming in quick succession from both batsmen then caused 60 to be posted, leaving Shanghai 43 runs to make to win. The next event was a lucky two by Lanning off Lethbridge, but with the score standing at 62, Mann was very prettily caught at point by Lowson off Langhorne for 22. Six wickets down and Shanghai wanting 41 runs to win. The partnership just dissolved had raised the score from 22 to 62. Farbridge joined Lanning immediately, after which event another run was added by means of a "bye," and then Lanning got a single off Langhorne, reducing Shanghai's debit balance to 36. But at this stage Farbridge retired c. and b. Lethbridge, for his second "duck" during the match. 64-7-0. Jackson joined Lanning and negotiated an over from Langhorne so carefully that the bowler was credited with a "maiden," a feat in which he was imitated next over by Lethbridge, and with nothing added to the score. Lanning retired l.b.w., for 19. 64-8-19. Veitch joined Jackson, who broke his "duck" by a hit off Lethbridge which would have been a boundary had Ward not been wonderfully alert at point. As it was a single run only was scored off the stroke. In the next over Jackson scored a three off Langhorne and a deuce by Veitch off the same bowler reduced the account against the home team to 33 and brought the score to 70. With one added to the total Jackson had a distinct let off by Davies, which the batsman celebrated by leaping over the wicket, much to the amusement of the spectators. A few balls later Veitch was caught by Campbell off Lethbridge for two, and Shanghai's last man, G. F. Lanning, went in to join Jackson, the home eleven still wanting 32 to win. Jackson got Lethbridge away for 3, but with just one run more added Jackson was caught by Campbell off Langhorne, and the match thus concluded with a win by 28 runs for Hongkong. The score of Shanghai's second innings, a pretty feeble one, was as follows:—

## SHANGHAI 2ND INNINGS

W. H. Moule, b Lethbridge	13
E. O. Cumming, c Ward, b Vallings	4
T. Wallace, b Lethbridge	0
W. J. Tyack, c Moberly, b Lethbridge	0
J. Mann, c Lowson, b Langhorne	22
G. C. Dew, b Lethbridge	2
A. E. Lanning, l.b.w., b Langhorne	19
R. C. Farbridge, c and b Lethbridge	0
W. H. Jackson, c Campbell, b Langhorne	8
G. F. Lanning, not out	0
H. Veitch, c Campbell, b Lethbridge	2
Extras	4
	74

## BOWLING ANALYSIS.

	Overs.	Mds.	Runs.	Wkts.
Lethbridge	23	10	24	6
Vallings	10	3	18	1
Langhorne	11.3	4	23	3
Lowson	4	2	5	0

Score at the fall of each wicket:—

1	2	3	4	5	6	7	8	9	10
For 16	16	6	19	22	62	64	64	71	74

—China Gazette.

## POLO.

The second round of the third tournament for the Hon. F. H. May's Cup was played off on 30th September in very good weather, the competing teams being 2nd King's Own and The Club, represented by

2ND TEAM K. O.	THE CLUB.
Mr. Woodgate	1 Mr. Bruce
" Molony	2 " R. Potts
" Morrah	3 " Lawford, R.N.
" Johnson	Back " Nugent, R.E.

The game began at 5 p.m., an improvement on Wednesday, but still too late at this time of year, when it gets quite dark at 6 p.m. The Regiment began by defending the stable goal. The first period of the game was distinguished by no very brilliant play except one of the Club team who, though he must have well known he was "off-side," preferred to have a smack at the ball and thus penalise his side to a free hit. Woodgate kept the back fully employed and rode him off in a very determined manner. This young player ought to develop into something very useful for the Regiment in no far distant time. At last something occurred, to attract attention. One player had a dispute with his pony and they parted company, but a friendly rider acted as peacemaker and they shook hands and rejoined in the game. This little incident gave Johnson time to swear at his

team a bit and pull them together with the result that soon after the ball was started again Molony hit a goal for his side. Then half time was called.

To begin the second quarter the Club defended the stable goal, and as soon as play began it was noticed that Nugent's pony either objected to Woodgate hanging round his girths or took a dislike to the game and he wouldn't face it. Johnson seized the opportunity and running the ball down the ground shot a beautiful goal. At the throw in Johnson was on it again, but in crossing the ball to the centre it cannoned off his pony's shoulder and went behind. Play was a little more interesting now. Bruce had discovered that he was playing No. 1 and Lawford found the ball with several classy back handlers, but Johnson was the man to look to and seizing the ball ran the whole length of the ground and this time successfully played a brilliant cross-shot right through the posts, a really excellent goal. Just after this the Club looked like scoring. Potts hit the ball and Nugent backed him up, only too pleased to see the departure his side were taking; but Johnson was not to be shifted out of his defence and saved with a splendid back-hander to the right rear, a most difficult hit. Something happened now that made us all start thinking "Had the time come when the Club team meant to have no more of it?" Yes! determination was written in each player's face and each slanged the other, the result being that they made a good run down the ground and Lawford on that dashing little pony of his came in at the finish and hit a goal. The score now stood Regiment 3 goals, The Club 1 goal. This effort seemed to exhaust the Club team, for just afterwards the back, having the misfortune (to use a golf term) to fizzle the ball in hitting out No. 3 gallantly missed it and gave Molony a chance he was not slow to avail himself of and a goal. No more startling incidents occurred and the King's Own won by 4 goals to 1. Johnson's play was excellent and showed that he was far too good for the class of Polo that was "on tap" that afternoon.

The next tie will be between the R. A. and the 2nd team King's Own, which will be the semi-final. This tie will be decided to-day at 4.45 p.m. Play will commence sharp, as both teams are composed of that punctual and disciplined animal the soldier, and the edict has gone out for 4.45 to commence.

## QUIDNUNC.

## THE ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

There was again a good attendance on the links, and the member who secured the Tamar Cup in August has, as then predicted, returned a still better card even under his reduced handicap and takes the Pool with a nett score of 81 against 84, the present "scratch" for the green. The remainder of the returns were not particularly good, the grass on the links in some places having got ahead of our native wielders of the scythe and rendering play difficult to those who failed to steer a straight course.

We are glad to note the presence of a couple of young naval officers who promise to be a welcome addition to the strength of the club.

## MACEWEN CUP.

Mr. J. F. A. Hastings, R.N.	101	15	86
Mr. C. M. G. Burnie	95	7	88
Mr. W. J. Saunders	101	11	90
Mr. K. G. Campbell, R.A.	101	8	93
Mr. E. F. Mackay	104	11	93

21 entries.

## POOL.

Mr. C. M. G. Burnie	88	7	81
Mr. J. F. A. Hastings	100	15	85
Mr. W. J. Saunders	101	11	90
Mr. C. A. Tomes	98	8	90
Lt. A. J. McKenzie Grieve, R.N.	99	8	91
Mr. A. J. McClure	100	8	92
Mr. E. F. Mackay	104	11	93
Mr. P. de C. Morris	101	7	94

26 entries.

## BOGEY CUP.

Mr. C. M. G. Burnie	3 down, rec.	5 strokes	} tie
Mr. S. Fulcher	3	12	
Mr. E. F. Mackay	5	8	
Mr. P. de C. Morris	5	5	



Mr. K. G. Campbell	7	"	6	"
Mr. J. F. A. Hastings	7	"	11	"
Mr. D. Hay, R.N.	8	"	9	"

21 entries.

## CAPTAIN'S CUP.

The next competition for the monthly cup is fixed for the 8th to 10th inst.; play on the old course.

## HONGKONG RIFLE ASSOCIATION.

Seventeen members took part in the competition on Saturday afternoon. The following are the best scores:—

	200	5'0	6'0	Heap.	Total
Sgt. Bowery, R.E.*	32	30	24	—	86
Corpl. Hills, R.E.*	28	29	27	—	84
Mr. A. Read*	26	29	25	4	84
Mr. W. Marshall	29	26	27	—	82
Sapper Clarke, R.E.	31	27	24	—	82
Mr. Skelton	30	32	20	—	82
Corpl. Leadingham, R.E.	30	29	21	—	80
Q.M. Sgt. Walters	29	24	17	10	80
Mr. W. Stackwood	29	22	20	6	77
Capt. Swan	29	25	15	—	69

\*Winners of Spoons.

## HONGKONG HOTEL CO., LIMITED.

An extraordinary general meeting of the Hongkong Hotel Co., Limited, was held on 6th Oct., when the special resolution passed at the extraordinary meeting of the Company held on 15th September was submitted for confirmation. There were present Messrs. E. Osborne (Chairman), R. C. Wilcox, W. Parfitt (Directors), C. Mooney (Secretary), Ho Tung, W. H. Potts, J. H. Cox, E. Georg, G. C. Cox, J. Y. V. Vernon, R. S. Philpott, A. A. Gutterres, J. C. Peter, T. Brown, W. E. Clark, Ho Fook, Lo Cheung Shui, How Cheek Tai, Leung King Shan, Tai Tak, Leung Tit Shang, Ho U Sang, Ho Yau, Sang Kee, Ip Chee Fong, Chan Chan Nam.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, the only business before the meeting is to confirm the resolution which you were kind enough to pass on 15th September. I will ask Mr. Ho Tung to propose the resolution.

Mr. J. H. Cox—Before Mr. Ho Tung speaks I should be glad if you would read the letter Mr. Thomas Howard sent to the Directors before the last meeting. He is a very large shareholder, holding 660 shares. I desire it to be known that I am not the only opponent of Mr. Ho Tung's resolution. I know the contents of the letter.

The CHAIRMAN—Mr. Cox, this meeting has been called simply to confirm or throw out the resolution which was passed on 15th September. We do not think we are called upon to produce Mr. Howard's letter, but I will tell the gentlemen present that the contents were practically what you yourself said. He objects to the granting of this bonus because it is opening up the accounts for the past half-year. That we deny *in toto*. We do not consider this is opening up the accounts for the past half-year. He also objects to it on the ground that it is not deserved. I think that is about all.

Mr. J. H. Cox—There is another paragraph.

The CHAIRMAN—He said also that the shareholders are not competent to alter the articles of association. We are not altering the articles of association, but simply dealing with the sum of \$6,000 out of the funds of the Company in a rather extraordinary manner.

Mr. J. H. Cox—Did he not say something about being just before generous.

The CHAIRMAN—He said something about its being unnecessary liberality on the part of the shareholders.

Mr. Ho Tung—Did Mr. Howard request that the letter should be read at this meeting?

The CHAIRMAN—No.

Mr. Ho Tung—Then I do not see what power Mr. Cox has to ask that it be read.

Mr. J. H. Cox—Before Mr. Ho Tung submits his resolution I would submit that if he has not signed the articles of association he is not a shareholder. (To Mr. Ho Tung)—Have you signed the articles of association?

Mr. Ho Tung—When the Company was formed?

Mr. J. H. Cox—When you became a shareholder.

The CHAIRMAN—Mr. Ho Tung has signed the transfer deed, which is the same thing.

Mr. J. H. Cox—Here are the articles of association. I beg to refer you to paragraph 28, page 7, under which Mr. Ho Tung is not a shareholder. He is liable to all calls on the shares, but as regards taking a dividend he cannot get that. (Laughter.) You must sign the articles of association before you are a shareholder, for the purpose of this meeting or any other meeting.

Mr. G. C. Cox—A number of us want to get away, and I do not see how we can settle these legal points here. If Mr. Cox objects to what is done it is open to him to take legal proceedings subsequently.

Mr. J. H. Cox—What I say is correct.

Mr. Ho Tung—I leave the legal question open, and I move:—"That a bonus of two thousand dollars be hereby voted to each of the three existing directors, or the sum of six thousand dollars in all, out of the profits of the Company during the past half-year as some recognition by the shareholders of the successful exertions of the directors in placing the concern once more on a dividend paying basis."

Mr. G. C. Cox—I beg to second that.

Mr. J. H. Cox—There are the articles of association, which you cannot ignore. This resolution is illegal.

The CHAIRMAN—It is proposed by Mr. Ho Tung and seconded by Mr. G. C. Cox that the resolution be confirmed.

Carried, Mr. J. H. Cox being the only dissentient.

Mr. J. H. Cox—I wish to point out that there is another paragraph in the articles by which you have not the necessary number of votes here. I am sorry you won't pay attention to me.

The CHAIRMAN—We cannot discuss it now. You have your remedy if you wish to take any further proceedings in the matter.

Mr. J. H. Cox—You have a misprint in this book. The Ordinance says three-fourths of the shares must be represented and you have three-fifths. The shareholders present ought to represent fifteen hundred shares in the Company under the original articles of association of 1866, when there were only two thousand shares of \$100 each. According to the present capital, which is \$600,000 in shares of \$50, there ought to be present in the room nine thousand shares, representing \$450,000 of the subscribed capital. I am sorry you will go on with the meeting. You are the Directors and ought to direct the shareholders. It is three-fourths according to law and you cannot make the articles of association contrary to law; you must agree with the Ordinances in all cases. The meeting is entirely wrong from beginning to end; it is a serious matter and may lead to legal proceedings. Things should be done properly. I object to the large amount named by Ho Tung, and I object because the thing is not done properly, not in order. You may not know it, but none of you gentlemen are shareholders. (Laughter.)

Mr. Ho Tung—Are you a shareholder?

Mr. J. H. Cox—I am. I have signed the articles. You are quite wrong, Mr. Chairman; this meeting cannot confirm the resolution.

The CHAIRMAN—That is all the business. Thank you, gentlemen, for your attendance.

## CANTON INSURANCE OFFICE, LIMITED.

The following is the report for presentation to the shareholders at the seventeenth ordinary general meeting, to be held at the offices of the General Agents, on Wednesday, 19th October, at noon:—

The General Agents and Consulting Committee beg to submit to the shareholders the final accounts for the year 1897, and an estimate of the present year's working to the 30th ultimo.

1897 Account.—The out-turn of this account, resulting in a loss of \$54,675.50 is disappointing. To meet this deficit and provide for the interim dividend of 10 per cent., paid 1st January, 1898, and a proposed further dividend of 8 per cent., the sum of \$150,000 has been withdrawn from the Reserve Fund. The balance remaining, viz., \$5,324.50 is carried to New Account.

1898 Account.—The account shows an estimated credit balance of \$505,029.

Following the practice of other local offices,

the General Agents and Consulting Committee have decided for the future to await the result of the year's working before declaration of dividend.

Consulting Committee.—Mr. S. G. Bird was invited to occupy the seat rendered vacant by Mr. F. Maitland's departure from the colony. This appointment requires the confirmation of the shareholders. Messrs. Chater, Dalrymple, Gillies, Gubbay, and Bird retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Potts and R. C. Wilcox, the latter gentleman taking the place of Mr. Fullarton Henderson, absent from the colony. The re-election of Messrs. Henderson and Potts is recommended.

JARDINE, MATHESON & Co.  
General Agents,  
Canton Insurance Office, Limited.  
Hongkong, 3rd October, 1898.

## STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31st DECEMBER, 1897.

LIABILITIES.		\$	c.
Capital subscribed	\$2,500,000.00		
Amount paid-up		500,000.00	
Reserve fund	\$1,300,000.00		
Less working account, 1897	150,000.00		
		1,150,000.00	
Outstanding dividends		3,449.00	
Outstanding bonus		925.86	
Balance of working account, 1897		45,324.50	
		\$1,699,699.16	

ASSETS.		\$	c.
Cash, on current account with Hongkong and Shanghai Banking Corporation		4,376.08	
Fixed deposits:—			
Hongkong and Shanghai Banking Corporation	100,000.00		
(Chartered Bank of India, Australia & China)	25,000.00		
Mercantile Bank of India, Limited	50,000.00		
Yokohama Specie Bank, Limited	30,000.00		
Mortgages	\$7,004,445.20		
Hongkong and Kowloon Wharf and Godown Co., Limited, debentures	94,000.00		
Shanghai and Hongkew Wharf and Godown Co., Limited, debentures	68,864.57		
Hongkong High-Level Tramway Co., Ltd., debentures	15,000.00		
Humphreys Estate and Finance Co., Limited, debentures	60,000.00		
Indian Government stock (3 per cent. loan, 1865)	113,162.44		
Indian Government stock (3½ per cent. loan, 1842-43)	43,767.11		
Chinese Imperial Government loan, 1886	65,386.80		
Interest accrued but not yet payable	25,696.96		
	\$1,699,699.16		

WORKING ACCOUNT, 1897.		\$	c.
To amount brought forward from last account		4,276.22	
To net premia received, less returns and re-insurances		1,250,057.38	
To interest		110,982.20	
To transfer fees		44.00	
		1,365,359.80	
To amount transferred from reserve fund		150,000.00	
		\$1,515,359.80	

By losses and claims paid	\$1,203,896.50
By charges, including directors', auditors' and survey fees, agents' expenses, &c.	94,152.17
By commissions	120,306.76
By exchange	4,679.88
	1,420,035.30

By interim dividend of 10 per cent. paid 1st January	50,000.00
By balance final dividend of 8 per cent.	\$40,000.00
Carried to new account	5,324.50
	45,324.50
	\$1,515,359.80

## ESTIMATE OF WORKING ACCOUNT TO THE 30th SEPTEMBER, 1898.

Dr.		\$	c.
To premia, less re-insurances		1,125,000.00	
To interest, received and accrued		78,000.00	
To transfer fees		29.00	
		\$1,203,029.00	
Cr.		\$	c.
By losses paid and outstanding		535,000.00	
By charges paid and accrued		70,000.00	
By commissions paid and accrued		90,000.00	
By exchange		3,000.00	
By balance		505,029.00	
		\$1,203,029.00	



# GREATER EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

Messrs. Lutgens, Einstmann & Co., the General Agents, forward us the following report received from the manager at the mines:—

Mount MacDonald, 6th September, 1898.

**Great Eastern Mine.**—The drive north on the reef has been extended to 61 feet, with the reef getting larger the deeper we drive into the hill. It is over 5 feet wide now, without that we have reached the foot wall. We are opening out upon a very large body of ore, and I am pleased to inform you that the gold value of the lode is also increasing with a softer country coming in. The afternoon shift on Saturday last brought up some very rich pieces of quartz with gold dotted all over, so that our prospects in this mine are vastly increasing. How far this rich gold will last remains to be seen.

**Zulu Main Shaft.**—We are busy putting the frame set over the well hole and are getting ready for driving. The last breaking down of the reef showed splendid stone with a wider reef in the bottom of the shaft than before. We have here roughly speaking four feet of pure quartz. This will turn out a fine mine.

**Rise and Shine Shaft.**—To bring this shaft down to the level of the Zulu shaft we have to sink another 15 feet, its present depth being 105 feet from the old brace. We have a fine reef now in the north end of the shaft, but cannot say yet how large it will be. The stone is heavily charged with pyrites and shows gold to the naked eye. We shall start to open out here in about three weeks.

**Bank of England Shaft.**—The contractors finished 95 feet from the old brace last Saturday, and I have put now only a few men on to prospect the rich reef, which runs almost at right angles into the hanging wall, into which the big lode dipped just before cutting the floor I have mentioned in my former reports. From the results of this drive, only a few feet will depend our future development here. The small reef carries good gold and probably it will lead to the discovery of the large lode deeper in the hill.

**Caledonian Mine.**—The drive east to cut this reef was last week in 80 feet and left no doubt that we had passed the chute of gold. At 81 feet in the drive, about four weeks ago, we cut a reef about one foot wide, carrying gold, but our underground manager voted it not the reef we expected to cut, and consequently we drove on. I availed myself last week of the presence of Captain Connor to get the true underlie of the lode in the old workings, and as our shaft had drained them completely of water we could get down to the 120 feet level in the old workings, which are of an extent I had not known of, with large quantities of  $\frac{1}{2}$  ounce stone still in the stopes.

The surveyor demonstrated beyond doubt that the reef we passed is the one we have been looking for and I have now put on four men to drive north upon it. It carries the same hanging wall as the higher levels and as we have only cut the southern tailend we shall soon open out upon it. The gold record of this mine is a very good one.

Excavations are being carried on vigorously. The battery foundry has sent men up to start on the logs and I shall push the erection of the plant as fast as possible.

Bridge over the Byewash is nearly finished.

**Dam.**—This is now full to its utmost capacity and overflowing.

We continue to raise good stone.

## RAUB.

Manager's Report for five week's ending on 17th September, 1898:—

**Raub Hole 220 ft. Level North.**—This drive is now in about 20 ft. north of the Main Engine Shaft and 430 ft. from the crosscut at No. 1 south Engine Shaft. The lode in the face is from 8 in. to 10 in. wide and carries a little gold. I intend to carry this drive in 30 ft. to 40 ft. to see if the lode will improve.

The North Winze has broken through from the 120 ft. to 220 ft. levels, giving good ventilation.

The Winze being sunk on the chute of ore is now down 76 ft. It is being sunk on the north edge of the ore chute which appears to be dipping a little south. The winze has still about 18 ft. to

go, to break through to the bottom level. As soon as this winze is through I intend to try and sink 50 ft. or 60 ft. on the ore-chute below the 220 ft. level to see if it opens out.

I have started a crosscut to go out east to test the country in that direction. This crosscut will go right under the Main Engine Shaft at 100 ft. below it. If I should get anything in that direction, it would be necessary to sink this shaft down to the 220 ft. level. It is now only down 128 ft.

**Bukit Hitam.**—This shaft is now down 108 ft. in hard black slate. We have 2 ft. more to go to be down the required depth of 110 ft. which will be finished early next week; we shall then open out and drive for the lode, which should be cut about 15 ft. in.

**Bukit Koman No. 1 Level North.**—This end has been extended 26 feet and is now in over 800 feet from the crosscut. The lode in the face is quartz and slate, the whole of which is being sent to the mill for crushing; as it all carries fair gold. We do not know the width of the lode at this point but where last cut through it is 48 feet wide and carries fair gold all through. We are carrying in the level about 10 feet wide.

**No. 1 Level South.**—I intend to resume driving this level next week, as it is now almost drained by the ordinary flow of water and I am anxious to make the connection with No. 1 South Engine Shaft now being sunk 240 feet south from the face of this drive. The face of this level is 920 feet south from the crosscut.

The stopes over the back of this level are not quite so wide but carry good gold all through. The usual amount of stoping is being done.

**No. 2 Level North.**—This level has been extended 22 ft. The lode is fully 12 ft. wide in the face and carries fair gold which can be seen on breaking the ore. The whole of it is being sent to the mill for crushing.

**No. 2 Level South.**—We are driving on the west side of the lode in black slate and diorite, the whole of which is being sent over the mullock tip. There is a soft parting of about 8 in. in thickness on the foot-wall. The lode appears to have been displaced here by a hors of mullock which has thrown the lode over to the east. I am putting in a small crosscut to ascertain the position of the lode. About 150 ft. back in the drive it is fully 16 ft. wide, carrying fair gold all through.

**No. 1 South Engine Shaft.**—This shaft is being sunk 115 ft. south from Bukit Koman shaft. It is 14 ft. by 5 ft. clear of timber. It is now down and timbered to a depth of 51 ft. in soft black slate. If we are not delayed by water it will be down to the level of south drive Bukit Koman in about a month.

**Bukit Jellis.**—This has now been sunk the required depth of 360 ft. Opening sets have been placed in position and a commencement made to cut the Plat. Work has been delayed for a week by an accident to the lower pump rods. These have been repaired, the shaft cleared of water and work resumed below.

**Battery.**—On the 5th instant a general clean-up took place when 2,297 tons of ore crushed yielded 2,075 ozs. 13 dwt. 0 grs. of smelted gold. Crushing was resumed the same night and has been carried on the steadily since. The recent rains have given a good supply of water in the dam which is running 6 in. deep over the bye wash. All danger of running short of water this year is now over. The particulars of ore-crushed are:—

Bukit Hitam	6 tons.
Raub Hole	41 "
Bukit Koman	2,250 "

Total 2,297

**Electric Installation.**—Fair progress is being made with this work, which has been delayed somewhat by the late heavy rains.

The excavations at the site of Power Station are nearly finished. A contract has been let to build the retaining wall and foundations for generators; these are all of concrete.

The extension of pipe-line is almost complete and the bridge for carrying the pipe line over Walker's creek is almost complete. The tunnel on the Flume Track is now in 130 ft. and good progress being made with the work. All of the blasting on both flume and pipe lines is about finished, only a little trimming remaining to be done. The dam across Sempam River has been delayed a good deal of late, owing to floods in the river, which rush down with great force.

I had foreseen this but a series of difficulties have arisen to prevent this work being pushed on sooner.

On the cable track there is still about a mile and a half to be done but as we now have a good force of Malays at work expect to have this all completed in about three weeks. About two miles of bridle path on Cable Track is finished and I am about to let a contract for the remainder, and also for digging post holes for the posts to carry the cable.

**Transport.**—A considerable quantity of the lighter parts of the new machinery is now at Raub and the most of new battery and some of the electrical machinery is landed at Kuala Kubu. We are now using the new main trunk road between Raub and Kuala Kubu for transport and find it about 5 per cent. cheaper and 500 per cent. saving of time in getting things to Raub from Singapore.

**New Battery.**—The site for the erection of this has been selected on Bukit Koman about 300 yards east from the present engine shaft. The excavation of site is almost completed; the level of discharge from the mortars being about 30 ft. above the swamp and the crushers 60 ft.

**Railway.**—The deviation up to crushers is well in hand. It is 1,900 ft. long with a rise of 1 in 50 to enable the ore to be tipped direct into the crushers.

**Dam.**—The site of this is close to the mill and will necessitate making a bank about 300 yards long by 12 ft. high and will take about 1,600 cubic yards of earthwork. This will impound an area of about 1,000 acres to a depth of from 5 ft. to 6 ft. of water. It is also intended to make a supplementary dam higher up Sungei Koman, to act as a reserve in dry weather.

W. BIBBY, Manager.

## THE YARN MARKET.

Mr. P. Eduljee in the remarks attached to his statistics of Indian grey yarn for the mail of 1st October, says:—Contrary to expectations the market has continued to droop and our quotations show a further decline of \$1 to \$2 per bale. There has been, however, more disposition to buy on the part of dealers, and on the appearance of a weak native importer with instructions to force sales, a comparatively larger number of bales has changed hands, all more or less for prompt delivery. Importations during the interval have again been large and stocks are heavily augmented. Deliveries under old contracts have been very satisfactory and the clearance of goods are the largest record. At the close, the long expected demand has made its appearance and prospects ahead are encouraging.

No serious importance seems to have been attached to the recent agitation of our native dealers for the adoption of short time in Bombay Mills, and the movement, moreover, appears to have been far from general or spontaneous. The names of five of our largest and most influential buyers have been conspicuous by their absence, two or three of the 17 signatories are petty stores whose joint purchases during the year do not exceed 500 bales of yarn or 1,000 of cotton, eight are new and some of them obscure honges, started in the beginning of this year and most of them already in deep water, and the remaining six are our regular dealers, one of whom has been "bearing" the market for the last two months with persistent energy and success. Asked why he joined the movement, he said, "Alla fooloo pidgin, but suppose my no pootee sign no good look see."

At the Magistracy on 30th Sept. two carpenters named Chan Lok and Chang Yening were summoned by Mok Cheung for assault. Complainant said he was cook at one of the match-sheds near the tram station. At eight o'clock that morning he was drawing water when defendants prevented him and assaulted him. First defendant hit him on the left side of the head with a brick and second defendant hit him with a stone. P.C. 278 said complainant came to him bleeding and pointing to defendants, whom he accused of having assaulted him. The constable arrested defendants, who were each fined \$5, or 14 days, and also ordered to pay \$1 (or seven days) compensation.



## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE KAMTINHU INCIDENT AND HOW THE BRITISH GET FOOLED.

TO THE EDITOR OF THE "DAILY PRESS."

Dear Sir,—The British Authorities are quite right to demand satisfaction for insults to the flag by Chinese, but why do they allow themselves to be fooled? It always happens when massacres of women and children take place (as at Kucheng under Viceroy Tan, at present of this Province but then of Fukien) or the British flag is insulted, that some poor coolies are made scape-goats and the real instigators and criminals get off scot free. Why is it?

BRITISHER.

Hongkong, 3rd October, 1898.

## TRAMWAYS.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—With reference to the article by Mr. J. Dalziel on Tramways in this morning's issue, I beg to inform you that I am the Secretary of a Syndicate who obtained an Ordinance in 1883 for the construction of tramways in this city and we are only waiting for the completion of the Praya Reclamation before commencing operations.—Yours truly,

R. K. LEIGH,  
M. Inst. C.E.

Hongkong, 4th October 1898.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I have read with much interest Mr. J. Dalziel's letter in your issue of to-day and note that he bases his estimates of the cost and profits of a tramway in Hongkong on the return of American and English Companies. I cannot help thinking that it would be more to the point if he were to base his statistics on the results shown by tramways in the Orient, notably those in Calcutta and Madras, where the conditions which obtain are not dissimilar to those which would obtain in Hongkong were Mr. Dalziel's scheme accepted in extenso. I believe that the tramway in Bombay pays exceedingly well, the reason being that for about nineteen twentieths of its length it runs through a densely populated district inhabited by a well-to-do population. Mr. Dalziel's proposed tramway seems to be planned mainly for the advantage of the employees at the Taikoo Sugar Works who want to visit the city. It might possibly prove an advantage to the proprietors of the Bay View Hotel and the restaurant which, I am told, is to be opened at the Mica Works, but probably most of the visitors to those resorts would just as soon drive, take a ricksha, or ride a bicycle.

The following among other objections to Mr. Dalziel's scheme occur to me:—

- (1) The curse to bicyclists, riders, and owners of carriages of a tram-line laid on their only road.
- (2) The utter impossibility of conducting the existing coolie trolley system satisfactorily on a road with a double line of rails. It would be difficult enough on the narrow Hongkong roads with a single line of rails.
- (3) Owing to our comparatively pleasant winter, the temptation to ride rather than walk is not so great during half the year as it is in Calcutta, Madras, and Bombay.
- (4) The fact that very few people have any actual need to move beyond a radius of a mile east and west of the Clock Tower.
- (5) The numerous rickshas plying for hire at rates which are less than Mr. Dalziel's proposed scale of fares. I believe 15 to 20 cents is the recognised rate for an hour's steady pulling, say, for 4 miles.

I could add to these objections and expatiate upon them, but I have no reason for combating Mr. Dalziel's scheme beyond an impression, possibly an erroneous one, that Hongkong is one of the most unlikely places on the face of the earth to furnish a site for a profitable low level tramway. I have no serious objection to tramways. I have ridden on a tramcar more

than once without discomfort and to my great convenience.

GHARIWALLA.

Hongkong, 4th October, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—I have read with considerable amusement "Ghariwalla's" critique of my article on the above subject. His objections are sweeping; but the letter from an authority like Mr. R. K. Leigh, M. Inst. C.E., which appeared in yesterday's issue above "Ghariwalla's" remarkable contribution gives proof sufficient to all persons, not absolutely fossilised, that the scheme is a practicable one, and is answer enough for me.

"Ghariwalla" is kind enough to introduce the personal element into the early part of his letter, but little less could be expected from one who would squeeze a 'richsha coolie down to 15 cents for (his own words) "an hour's steady pulling." I am happy to be able to congratulate him on the appropriate nom de plume he has chosen.—I am, yours very truly,

J. DALZIEL.

Hongkong, 6th October, 1898.

## THE NEW CLOCK TOWER.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Amongst the items of expenditure on public works I note that a sum of \$30,000 is set aside in next year's estimates for a new Clock Tower. The present Clock Tower is to be pulled down because it is visible from nowhere and congests the traffic. Who is to say whether the new one twenty years hence will not have to be pulled down for the same reason? The most sensible plan would be to build the Clock on the New Law Courts. As regards cost I do not expect there would be much to choose, but as regards architectural effect and utility there can be no doubt that a Clock Tower on the Law Courts would be best.

In London I cannot call to mind a single Clock Tower placed in the middle of the road, though I remember several which form part of public buildings, to wit, the Houses of Parliament, the Holborn Town Hall, &c. Another reason against having a Clock Tower in the middle of the road is that it depreciates the value of shops immediately surrounding it by obstructing them more or less from view.—I am, dear sir, yours truly,

ALARIC.

Hongkong, 5th October, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—The objection of your correspondent "Alaric" to the Clock Tower being moved forward appears to be based on the idea that it would be placed in the middle of the road again, and impede the traffic. From what I understand, the proposal is to erect the Tower in front of the Praya, the site, projecting beyond it and thus rendering the clock conspicuous for some miles along the shore and the most prominent object in the whole city from the water. I do not think "Alaric" need trouble to speculate on any further reclamations from the water in the central portion of Victoria. We have territory sufficient for all our wants, and further reclamation in such deep water would prove very costly.—Yours faithfully,

OBSERVER.

Hongkong, 6th October 1898.

## THE VICEROY JUNG LU'S JOURNEY TO PEKING.

Shanghai, 28th September.

A Tientsin telegram received yesterday states that "the Grand Secretary and Viceroy of Chihli, Jung Lu, started for Peking by special train almost immediately after the receipt of the Empress Dowager's edict commanding his immediate presence at the palace. There was no ceremony of handing over of the seals when Yuan Shih-kai (better-known as the Chinese ex-President at Seoul) took over the noting Viceroyship of the Peiyang Administration." To the superficial observer this last sentence may not mean much, but it really possesses a meaning of the greatest significance and political importance. In other words, Viceroy Jung Lu took his seals along with him to Peking, for by the possession of them he has the supreme control of the armies of Chihli province

and the naval forces of the Peiyang Administration, which in a crisis like the present makes him the master of the situation. But Jung Lu is a senior member of the Imperial Clan, which powerful body is said to have considerably strengthened the hands of the Empress Dowager and of Li Hung-chang in their recent deposition, and possibly murder, of the Emperor; and above all things Jung Lu has the name of being a thorough courtier. The favours and high honours which the Emperor for at least eighteen months past has literally rained upon this high official as a mark of Imperial esteem and confidence ought to make him anxious to hasten to his Imperial master's side; but there is too much reason to fear that he goes up as one of the leaders of the Imperial Clansmen and chief supporters of the Empress Dowager.—N. C. Daily News.

## THE PORT OF WOOSUNG.

Shanghai, 26th September.

The survey of the Port of Woosung has been completed and plans will be ready in a few days. Hsiang Taotai has been appointed to take charge of the Land Office there, which was declared open from to-day. That is to say that lots are now officially ready to be sold.—Mercury.

## MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 30th September.

A notification was published in the *Boletim Oficial* last week permitting the free exportation of rice to foreign markets, and the merchants are at last satisfied. Under the previous order they had to obtain a special licence for each shipment, which involved a good deal of trouble and also some expense.

The drainage of the city is in a most disgraceful condition. Both the public and private drains urgently call for attention and for some expenditure to effect the necessary improvements. The drains of San Francisco's, Travessa do Paiva, and Ruco do Gamboa are especially bad.

The gunboat *Liberal* left for Hongkong this morning en route to Japan. She is to bring back half-a-dozen cannon bought in that country some time ago. This is the second purchase of the kind.

Timor, our sucking pig, is now sucking our treasury with all its might. H.E. Senhor Galhardo, who has much influence with the Lisbon Government, knows that Macao itself is in urgent need of money for public works, not only harbour improvement works but many others as well, and yet he allows large sums to be sent almost monthly to that fruitless island Timor. Does His Excellency use his influence as he ought? Timor is robbing us.

The British gunboat *Pigmy* came over on the 27th to be present on the occasion of the King's birthday, and was duly decorated and fired the customary salute. The celebrations included a reception at Government House, thanksgiving service at the Cathedral, and illuminations and ball at Government House in the evening.

## CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

It is rumoured that a Sansz has sent a petition to the Viceroy asking to be allowed to farm the Fantan gambling. He is willing to pay to the Government six hundred thousand taels per annum as the rent of the farm.

Last month a rebellion broke out in Kinchow, the leader of which was a Sansz named Nam Kan-ko, who had about two thousand rebels under his influence. The rebels plundered the houses of all the rich families and made an attack on the yamen of the local Magistrate, who, having but a small force under him, dare not offer any resistance. The rebels then broke open the prison and set free twenty-six prisoners, leaving only two prisoners, natives of the province of Hunan, behind. The local Magistrate at once applied to the Toatai of Loikin prefecture for assistance, in reply to which six hundred soldiers were sent. When the soldiers arrived on the scene the rebels, being poorly armed, were compelled to retreat into the mountain fastnesses.



where, it is said, they are now joining the savages with the purpose to come out again and cause further trouble.

The gunboat *Nam-mo*, conveying five hundred soldiers, was sent from Canton on the 19th Sept. to Chiu-yeung, where, as reported some time ago, a rebellion has broken out.

Some criminals have taken advantage of the Imperial edict ordering all monasteries and nunneries not specially approved by the Throne to be used for colleges and schools, and have been of late causing much molestation to the houses in question. The Magistrate of Pun-U has issued a proclamation warning people against such practices.

Sam Chan-hun, the new Provincial Treasurer, who arrived at Hongkong on the 2nd inst. from Shanghai by the *Kuanglee*, is staying at Tiger Pass to consult on secret and important affairs with Admiral Ho Chenng-ching.

On the 3rd inst. the Magistrate of Namhoi went in person with a number of yamen runners to effect the arrest of the family of Kang Yu-wei in the village of Su Chuen. The clan to which Kang Yu-wei belongs consists only of about thirty males and a small number of females, who all made good their escape before the arrival of the Magistrate and the yamen runners. The Magistrate then gave an order to seal up the ancestral temple and all the houses. Then the Magistrate turned his way to Honam, where the family of Kang Yu-wei's brother, Kang Kwang-yau, had their residence, but only two servants were discovered in the abode, all the others having vanished. The Magistrate ordered the house to be sealed up and arrested the two servants, who were released after trial, on proof that they were only engaged to look after the house.

On the 28th ultimo a military officer was sent by the Viceroy to capture the relatives of Leung Kai-chiu, the ex-editor of the *Chinese Progress*, in Sanoid district, where five persons were arrested, and the house was sealed up. It is said that of the captives one is the mother and another the uncle of the ex-editor. A shop in Kankshan district belonging to the editor was also sealed up.

A shopkeeper, of the Luntai shop, in Canton, being a relative of Kang Yu-wei, has been arrested.

A disastrous fire broke out in an eating house in Powa market, Canton, on the 1st inst. Forty houses were destroyed. The cause was the upsetting of a kerosine lamp. No lives were lost.

A Sanitary Board has been ordered to be established by the local Magistrates for the purpose of cleansing the streets, the expenses of which are to be born by the shops. A building is being erected in Ta-San street, Canton, for the Board's office.

### HONGKONG.

A Volunteer promenade concert will be given at Head-quarters this evening.

The Hongkong cricket team returned from Shanghai by the *Empress of China* on 5th Oct.

There were 2,395 visitors to the City Hall Museum last week, of whom 180 were Europeans.

H.M.S. *Grafton*, with Rear-Admiral Fitzgerald on board, arrived on 5th Oct. from Weihaiwei.

For giving false evidence in a case previously tried a chair coolie was fined \$15, or a month, at the Magistracy on 3rd Oct.

The rainfall at Tytam on Monday night was 4.75 inches and the water is 5 inches above the overflow. The rainfall at Pokfulam was 4.30 inches, water 2 feet above overflow.

The return of communicable diseases notified as occurring during the week ended 1st October shows one fatal case of bubonic plague, one case of enteric fever (imported from Singapore), and one case of puerperal fever.

On Wednesday morning a Chinaman, who, judging from his dress, had been employed as stoker on some vessel, was found on the Praya in a dying condition. He was taken to the Central Police Station and subsequently to the Hospital.

At the Magistracy on 4th Oct. Captain Martz, master of the German steamer *Hansa*, was fined \$50 for neglecting to report the arrival of his ship to the Harbour Master's office within 24 hours of his arrival, and he was fined a further sum of \$50 for leaving the harbour without a clearance.

We regret to learn that Commodore Holland met with an accident on Saturday. The accident was caused as he was stepping into his launch. His helmet caught the awning. He naturally jerked his head back, and slipping twisted his knee, breaking the kneecap.

Among the cases which came before Commander Hastings at the Magistracy on 4th Oct. was that of a butcher, who was charged with letting off crackers in Jubilee Street. He was fined \$15, or six weeks. His wife begged to be allowed to pay the fine, having brought some money for the purpose, but defendant refused to allow her to do so, and entered the gaol with the air of a martyr while his devoted spouse wept aloud.

The steam-launch *Kam On*, which was chartered by Mr. M. P. Pereira for an excursion to Macao on Saturday evening, encountered very bad weather, and when about three fourths of the distance had been covered had to put back. She left the Central Market wharf at about eight o'clock, having on board fourteen passengers, of whom four were ladies, and all were glad to find themselves safely back at three o'clock on Sunday morning.

At the Magistracy on 3rd Oct. a stoker named Fred Alford had to pay rather dearly for a little skylarking he indulged in on Sunday night. He was passing the shop of a money changer at 129, Queen's Road Central, with two or three women, when he picked up the cash bottle and walked away with it, and when the owner followed him and asked for his property defendant struck him with his stick. Defendant, who said he was only skylarking, was fined \$5, or 14 days, and ordered to pay 50 cents compensation.

A couple of chair coolies were charged at the Magistracy on 3rd Oct. by a broker named A. Fredericks with disorderly conduct. On Saturday afternoon complainant called defendants' chair, which was near the corner of D'Aguilar Street and Queen's Road. They were not engaged, but they refused to carry him. He got into the chair, however, and insisted upon their carrying him to College Chambers, where he lived. First defendant abused him all the way up D'Aguilar Street and Wellington Street, and he gave them both into custody. First defendant was fined \$7, or 28 days, and second \$3, or 14 days.

On Wednesday afternoon Messrs. Hughes and Hough offered for sale by auction marine lot No. 199, which is situate opposite Nos. 209 to 218, Praya West, the area being 26,507 square feet, the frontage 165 feet 8 in., and the depth 160 ft. The property is subject to an annual Crown rent of \$488 and to the payment of \$2,864.40, being the balance remaining due under the reclamation agreement. \$60,000 was the first bid. The price rose by \$1,000 a time to \$67,000, and then by bids of \$500 to \$74,000, at which price the property was knocked down to a Chinaman.

Mr. Gedge, solicitor, made use of an expression at the Magistracy on Friday which secured for him a rebuke from the Bench. A case was being heard in which a coolie in his employ was charged with behaving in a disorderly manner. An Indian constable was the informant, and in his speech for the defence Mr. Gedge observed, "The Indian police are notorious liars." Sergeant Scott called his Worship's attention to this sweeping assertion, with the result that Commander Hastings said that this was highly discreditable language and should not have been used, whereupon Mr. Gedge apologised.

Mrs. Atkinson distributed the swimming prizes at the Diocesan School and Orphanage on Monday evening, when an excellent programme of vocal and instrumental music was gone through. Several pieces were admirably played by the orchestra, conducted by Mr. W. Blayney. Mr. C. T. Robinson contributed a couple of humorous songs—"His parents haven't seen him since" and "You've to 'ave 'em"—and was especially well appreciated. Mrs. H. L. Stringer and Mr. Carter also sang. Mr. S. South gave a clarinet solo, and joined Mr. Cornfield in an instrumental duet. Mr. Cornfield taking the flute part. A hearty vote of thanks was accorded Mrs. Atkinson (to whom a fine bouquet had been handed by one of the juveniles), on the motion of Mr. G. Piercy (head-master), seconded by Mr. Lloyd.

A ricksha coolie was yesterday fined \$10, or a month, on the complaint of Miss Mary Roger, daughter of Mr. J. Rodger, of East Point Sugar Refinery, for refusing to complete his journey and also for using insulting and abusive language to complainant.

### MISCELLANEOUS.

The Cable Companies notified on Saturday that all lines to Foochow were interrupted by typhoon and that telegrams were being despatched to Foochow by boat from Sharp Peak. The latter station reported "Terrible typhoon passed over during the night."

The *N. C. Daily News* of the 28th September says:—A serious accident happened at Messrs Liddell Bros' godown yesterday morning. Mr. Whitfield was engaged inspecting some hides on one of the upper stories of the building, when by some mischance he missed his footing and fell to the ground floor, sustaining very severe injuries. He was removed at once to the Hospital, where his injuries, though serious, were found not to be of a dangerous nature. On enquiry at the hospital last night Mr. Whitfield was said to be progressing favourably.

### COMMERCIAL.

#### TEA.

CANTON, 19th September.—Last Report was dated the 1st instant.—Macao Congous.—The business of the past month consists of 3,700 boxes at Tls. 10½ to Tls. 19½ per picul, shewing rather better value for all grades except Common, which has lately met with some demand resulting in small settlements. There is also some enquiry for leaf Teas for the Continent. Scented Capers.—Settlements during the past month are reported at 34,000 boxes at Tls. 2 to Tls. 26 per picul, making total settlements to date 154,000 boxes against 175,000 boxes at the same time last year. A large proportion of the business done has been in Teas costing over Tls. 20 per picul, for which prices have ruled rather lower. The remarkable scarcity of Common and Medium grades still continues, and prices are fully Tls. 2 per picul higher than those current a month ago. The market closes very quiet, and rather easier in tone. We confirm our estimate of 3½ to 4 mls for the total export for the season, and we are inclined to think that the latter figure will not be touched.

#### EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99	1897-98
	lbs.	lbs.
Hankow and Shanghai...	9,277,051	10,503,236
Foochow .....	9,955,387	10,195,857
Amoy .....	332,886	435,964
Canton ..	3,191,005	3,855,438
	<u>22,756,329</u>	<u>25,000,495</u>

#### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Shanghai.....	7,186,004	10,548,100
Amoy .....	5,409,716	8,692,846
Foochow .....	4,236,327	5,628,930
	<u>17,132,047</u>	<u>24,869,876</u>

#### EXPORT OF TEA FROM CHINA TO ODESSA

	1898-99	1897-98
	lbs.	lbs.
Shanghai and Hankow...	22,676,902	19,375,665

#### EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99	1897-98
	lbs.	lbs.
Yokohama .....	18,221,575	18,418,967
Kobe .....	6,923,619	9,682,782
	<u>25,145,194</u>	<u>28,131,749</u>

#### SILK.

SHANGHAI, 1st October.—(From Messrs. A. R. Burkill & Sons' Circular).—The Home markets keep firm and quotations remain the same as last week. Raw Silk.—The market has been very quiet and transactions have been on a small scale and chiefly confined to Yellow Silks, of which about 175 bales have changed hands. Arrivals.



The uncertainty that was prevailing when o



last was penned still continues, no definite, or authentic news having been received from the Capital. That the young Emperor is dead is beyond all doubt now, although it has not been officially announced to the Nation, and it seems equally certain that, if he was not actually murdered, he was forced to commit suicide. This terrible blow, it is to be hoped only temporary, check that the cause of progress has received, brought about as it has been by a few well-known bugbears to the welfare of their country, has occasioned much concern amongst the more enlightened of the trading classes, and great anxiety as to what will be the outcome of it all is prevalent. The markets all over the country are depressed, and the Natives have very little heart to think of forward transactions, considering the disturbed state that many parts are now in, and which may easily be fomented into a general rebellion, if the old conservative policy of the Government is resorted to again. Hopes are entertained that a coalition of certain of the Foreign Powers will be formed to uphold the integrity of the Empire, but until something definite is known this trade is bound to suffer. With the Mid-Autumn Festival, one of the most important of the settling days, occurring in the interval, added to the disturbing influences referred to above, there is little wonder that next to nothing has been done in spot cargo, and very few of the dealers have the courage to risk indenting, except perhaps for a few specialties, although it is getting full time to send orders for the early Spring trade. Some of the Import houses, however, appear to be anticipating requirements in special makes and chops. The Auctions continue in full swing and seem almost too much for the capacity of the market, the consequence being a continuous drop in prices, amounting now to from five to ten per cent in the last two months, against a rise in sterling rates for immediate of 4½ per cent. The relatively lower rates offering for forward transactions preclude much inclination to buy for the new season, as after the experience of the last few years the Natives are more cautious now about gambling in Exchange. The Yarn market is without improvement and considering the large stocks the off take is not at all satisfactory, except perhaps for Japanese No. 16s. Local Spinings are weaker in sympathy with the imported article. Cotton has declined to Tls. 13.00 for best machine ginned.

## JOINT STOCK SHARES.

**HONGKONG, 7th October.**—A fair business has been transacted during the week at almost generally increased rates and the market closes steady to firm all round.

**BANKS.**—Hongkong and Shanghai have found small buyers at 215 per cent. premium, for cash and at 225 for January. Nationals have again been dealt in at \$17.

**MARINE INSURANCES.**—China Traders continue on offer at \$61 without business. Unions after small sales at \$220 are enquired for at \$225. Cantons are in some small demand at \$131. The report of the last recommends a dividend of \$4 per share and the withdrawal of \$150,000 from reserve fund. In the Northern Insurances there is nothing to report. Straits have been negotiated at \$8.

**FIRE INSURANCES.**—Both Hongkongs and Chinas continue on offer at quotations without business.

**SHIPPING.**—Hongkong, Canton and Macao have ruled a little quieter with sellers at \$28½ and finally with sales at \$28½. Indo-Chinas have improved to \$59, after a good business at \$58 and \$58½, market closing quieter at \$59. On time shares have changed hands for March at \$63, \$64, and \$65. Douglasses remain neglected with sellers at \$50. China and Manilas and China Mutuals remain without business.

**REFINERIES.**—China Sugars have advanced to \$164 after fair sales at \$158, \$158½, \$159, \$160, \$162, and \$163. On time shares have been placed at \$170, \$172, \$173, and \$175 for March and at about equivalent rates for December and January. Market closes quiet at \$164. Luzons have found buyers at \$43.

**MINING.**—Punjoms have been in fair demand and have changed hands at \$5.25, \$5.50, and \$5.75, closing firm at last rate. Raubs have been on offer at \$37 and \$36½ without leading to business. Balmorals have been negotiated at 50 cents and 30 cents, Olivers at \$3.65, and Great Easterns at \$6.40 and \$6.50. Jelebrs have been enquired for and small sales effected at \$4.40.

**DOCKS, WHARVES, AND GODOWNS.**—Hongkong and Whampoa Docks have ruled quiet with only small sales at 249 and 248 per cent. prem. Kowloon Wharves after sales at \$66 have declined to \$65 with sales, but more shares wanted at that rate are not procurable. Wanchais unchanged and without business.

**LANDS, HOTELS, AND BUILDINGS.**—Hongkong Lands have improved to \$69 after small sales at \$68. A sale is reported at \$70. Market closes at \$69 buyers. Hotels unchanged and without business at \$53. Humphreys Estates have found buyers at \$8½ and West Points are enquired for at \$18½ without bringing out sellers.

**MISCELLANEOUS.**—Cotton Mills have somewhat gone back in Shanghai, whose quotations are given. Hongkong Cottons are offering in a small way at \$50. Watsons have changed hands at \$12.25. Electrics at \$8½. China Providents at \$9.40. Star Ferries at \$9, and Green Islands (old) at \$27. Ices, Tramways, Fenwicks, and Campbell and Moores have been enquired for without leading to business.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATION.
<b>Banks—</b>		[\$393.75, sellers]
Hongkong & S'hai...	\$125	215 % prem=
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	£0 10s. 6d., buyers
Do. deferred...	£1	£5. 5s.
Natl. Bank of China		
B. Shares	£8	\$17
Founders Shares...	£1	\$17, sales & buyers
Bell's Asbestos E. A. ...	£1	nominal
Campbell, Moore & Co.	\$10	\$8
China Prov. L. & M. ...	\$10	\$9.40 sal. & sellers
China Sugar	\$100	\$164, sellers
<b>Cotton Mills—</b>		
Ewo	Tls. 100	Tls. 80
Hongkong	£70	\$59, sellers
International	Tls. 100	Tls. 88
La u Kung Mow	Tls. 100	Tls. 84
Soychee	Tls. 500	Tls. 40
Yahloong	Tls. 100	Tls. 55
<b>Dairy Farm Co. ....</b>		\$3
Fenwick & Co., Geo. ...	\$25	\$91, buyers
Green Island Cement...	\$10	\$27, sellers
Do. New Issue	\$5	\$16, sellers
H. & China Bakery	\$50	\$33
Hongkong & C. Gas	£10	\$125, buyers
Hongkong Electric	\$10	\$8½, sales & buyers
H. H. L. Tramways	\$100	\$114, buyers
Hongkong Hotel	\$50	\$53
Hongkong Ice	\$25	\$109, buyers
H. & K. Wharf & G. ...	\$50	\$67, buyers
Hongkong Rope	\$50	\$162, buyers
H. & W. Dock	\$125	249 p. ct. prem.=
<b>Insurances—</b>		[\$436.25]
Canton	\$50	\$131, buyers
China Fire	\$20	\$92½, sellers
China Traders'	\$25	\$61, sellers
Hongkong Fire	\$50	\$325, sellers
North-China	£25	Tls. 180
Straits	\$20	\$74, sellers
Union	\$50	\$225, buyers
Yangtze	\$60	\$129
<b>Land and Building—</b>		
H. Land Investment.	\$50	\$69, buyers
Humphreys Estate...	\$10	\$8.50, sal. & sellers
Kowloon Land & B.	\$30	\$174
West Point Building	\$40	\$184, buyers
Luzon Sugar	\$100	\$43, sales & buyers
<b>Mining—</b>		
Charbonnages	Fce. 500	\$10, sellers
Great E. & C. Dominion	\$1	\$64, sellers
Jelebu	\$1	\$140, sales
New Balmoral	\$1	30 cts.
Do. Preference	\$1	50 cts.
Oliver's Mines, A. ...	\$5	\$4, sellers
Do. B. ...	\$24	\$375, sal. & sellers
Punjom	\$1	\$75, buyers
Do. Preference	\$1	\$150, buyers
Raubs	14s. 10d.	\$564
New Amoy Dock	\$64	\$33, sal. & buyers
<b>Steamship Co.—</b>		
China and Manila	\$50	\$8
China Mutual Ord.	£10	£9 10, ex div. b.
Do. Preference	£10	£5 10s.
Do. Do.	£5	£5
Douglas S. S. Co. ...	\$5	\$50, sellers
H. Canton and M. ...	\$5	\$24, sellers
Indo-China S. N. ...	£10	\$59, sellers
Star Ferry	\$74	\$4, buyers
Tebrau Planting Co. ...	\$1	\$3, sellers
Do.	\$1	\$3, sellers
United Asbestos	\$2	\$140, sal. & buyers
Do	\$0	£10, nominal
Wanchai Warehouse Co.	\$37	\$11
Watson & Co., A. S. ...	\$10	\$125, buyers

J. V. Y. VERNON, broker.

**SHANGHAI, 3rd October.**—(From Messrs. J. P. Lasset & Co.'s Report).—With exception of Hongkong and Shanghai Bank shares, but a small business has been done. Banks.—Hongkong and Shanghai Banking Corporation. Business was done locally at 214 per cent. 215 per cent., and 217 per cent. premium for cash, 217 per cent. for October, and 225/226 per cent. for the 31st January, and 230 per cent. for the 28th February. Cash shares were also purchased from Hongkong at 215, costing about 217 per cent. and 73 exchange laid down here. National Bank of China shares changed hands at \$17. Marine Insurance.—No local business has been done. Union Insurance Society of Canton, Ltd.—Shares are wanted. China Traders' Insurance Co.—Shares are offering at \$63. Fire Insurance.—No business reported. Hongkongs are offering at \$30, and Chinas at \$92.50. Shipping.—Hongkong, Canton and Macao steamboat shares have improved to \$25.75. Indo-China S. N. shares have been in demand, and changed hands at Tls. 40, and are wanted at Tls. 40.50. Sugar Companies.—Perak Sugar Cultivation shares were sold at Tls. 40 and Tls. 10.50. China Sugar Refining shares were placed at \$157. Mining.—Oliver's Freehold Mines B shares were purchased from Hongkong at \$3.60. Docks, Wharves and Godowns.—Shares in S. C. Farnham & Co. were placed at Tls. 158. Shanghai Engineering, Shipbuilding & Dock Orinary shares were sold at Tls. 78 cash and Tls. 80 for the 31st current and more are wanted. Founders' shares changed hands at Tls. 225, and are offering. Shanghai and Hongkew Wharf shares were placed at Tls. 116. Lands.—Shanghai Land Investment shares were sold at Tls. 82. Industrial.—Shanghai Gas shares are offering at Tls. 210 and Major Brothers shares at Tls. 30. Cotton Mill shares are depressed. Ewos were sold at Tls. 80, and are offering at the same price. International are offering at Tls. 85, with buyers at Tls. 80. Laou-Kung-Mows were placed at Tls. 84. Shanghai Ice shares are wanted at Tls. 90. China Flour Mill shares are offering at Tls. 51. Tugs & Cargo Boats.—Shanghai Cargo Boat shares were placed at Tls. 165, and are wanted. Miscellaneous.—Shanghai-Sumatra Tobacco shares were sold at Tls. 66 to Tls. 64, and are now wanted at Tls. 65. Shanghai-Langkai Tobacco shares are offering. Shares in A. S. Watson & Co. have improved to \$12.25. J. L. Welwyn & Co. shares are offering at \$61, and Hall & Holtz shares at \$33. Loans.—Shanghai & Hongkew Wharf 6 per cent. Debentures were sold at Tls. 100.50. Quotations are:—

## BANKS.

Hongkong and Shanghai.—\$393.75.  
Bank of China and Japan, defd.—£5.5.0  
Do. ordinary.—Nominal.  
National Bank of China, Ltd.—\$17.00.  
**COTTON MILLS,**  
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 80.00.  
Hongkong Cotton S. W. & D. Co.—50.00.  
International Cotton Man. Co., Ltd.—Tls. 80.00.  
Laou-kung-mow Cotton Co., Ltd.—Tls. 84.00.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 450.00.  
**DOCKS, WHARVES, &C.,**  
Boyd & Co., Ltd., Founders.—Nominal.  
Boyd & Co., Limited.—Tls. 185.00.  
Hongkong & Kowloon Wharf Company.—\$66.  
Hongkong and Whampoa Dock Co., Ltd.—\$432.50.  
S. C. Farnham & Co.—Tls. 158.00.  
Shanghai Engineering S. & D. Co.—Tls. 78.00.  
Shanghai & Hongkew Wharf Co.—Tls. 116.00.

## INSURANCES.

Canton Insurance Office, Ltd.—\$130.00.  
China Fire Insurance Co., Ltd.—\$92.50.  
China Traders' Insurance Co., Ltd.—\$63.00.  
Hongkong Fire Insurance Co., Ltd.—\$325.00.  
North China Insurance Co., Ltd.—Tls. 180.00.  
Straits Insurance Co., Ltd.—\$9.00.  
Union Insurance Society of Canton, Ltd.—\$215.  
Yangtze Insurance Assocn., Ltd.—\$130.

## LANDS.

Hongkong Land Invest. & A. Co., Ltd.—\$66.  
Humphreys Estate and Finance Co., Ltd.—\$84.  
Shanghai Land Invest. Co., (fully pd.)—Tls. 82.00.

## MINING.

Punjom Mining Co., Ltd.—\$5.25.  
Punjom Mining Co., Ltd., pref. shares.—\$1.60.  
Raub Australian Gold Mining Co., Ltd.—\$354.  
S. Meridian Consolidated Co.—Tls. 2.25.

## SHIPPING.

China-Mutual preference.—Tls. 70.00.  
Do. ordinary, £2 paid.—Tls. 23.00.  
Co-operative Cargo Boat Co.—Tls. 145.00.  
Douglas Steamship Co., Ltd.—\$59.  
Hongkong, Canton and Macao.—\$25.75.  
Indo-China Steam N. Co., Ltd.—Tls. 40.00.  
Shanghai Cargo Boat Co.—Tls. 165.00.  
Shanghai Tugboat Co., Ltd.—Tls. 195.00.  
Taku Tug & Lighter Co., Ltd.—T. Tls. 75.00.



**SUGAR.**

China Sugar Refining Co., Ltd.—\$157.00.  
Luzon Sugar Refining Co., Ltd.—\$41.  
Perak Sugar Cultivation Co., Ltd.—Tls. 40.50.

**MISCELLANEOUS.**

American Cigarette Co.—Tls. 70.00.  
Central Stores, Ltd.—\$10.25.  
China Flour Mills Co.—Tls. 51.00.  
Hall & Holtz, Ltd.—\$33.00.  
Llewellyn & Co., J., Limited.—\$61.00.  
Major Brothers, Limited.—Tls. 30.00.  
Shanghai Feather Cleaning Co.—Tls. 400.00.  
Shanghai Gas Co.—Tls. 210.00.  
Shanghai Horse Bazaar Co., Ltd.—Tls. 60. 0.  
Shanghai Ice, Cold Storage, & Refrigeration Co., Ltd.—Tls. 25.00.  
Shanghai Ice Company—Tls. 90.00.  
Shanghai Langkat Tobacco Co., Ltd.—Tls. 130.00.  
Do. New Issue.—Nominal.  
Shanghai Rice Mills Co.—Tls. 25.00.  
Shanghai Sumatra Tobacco Co.—Tls. 65.00.  
Shanghai Waterworks Co., Ltd.—Tls. 294.00.  
Watson Co., A. S., Limited.—\$12.25.

**EXCHANGE.**

FRIDAY, 7th October.

**ON LONDON.—**

Telegraphic Transfer ..... 1/11½  
Bank Bills, on demand ..... 1/11½  
Bank Bills, at 30 days' sight ..... 1/11½  
Bank Bills, at 4 months' sight ..... 1/11½  
Credits, at 4 months' sight ..... 1/11½  
Documentary Bills, 4 months' sight 1/11½

**ON PARIS.—**

Bank Bills, on demand ..... 2.43½  
Credits, at 4 months' sight ..... 2.47½

**ON GERMANY.—**

On demand ..... 1.97

**ON NEW YORK.—**

Bank Bills, on demand ..... 46½  
Credits, 60 days' sight ..... 47½

**ON BOMBAY.—**

Telegraphic Transfer ..... 144½  
Bank, on demand ..... 145

**ON CALCUTTA.—**

Telegraphic Transfer ..... 144½  
Bank, on demand ..... 145

**ON SHANGHAI.—**

Bank, at sight ..... 72½  
Private, 30 days' sight ..... 73½

**ON YOKOHAMA.—**

On demand ..... 5½ % pm.

**ON MANILA.—**

On demand ..... 2 % pm.

**ON SINGAPORE.—**

On demand ..... 1 % pm.

SOVEREIGNS Bank's Buying Rate ..... 10.20  
GOLD LEAF, 100 fine, per tael ..... 54.00

**TONNAGE.**

SHANGHAI, 3rd October (from Messrs. Wheelock & Co.'s report.)—Since our last no change has occurred in the matter of freights, and rates remain steady both for London and New York; cargo is not plentiful and vessels for both directions are only receiving moderate support. Custing.—For Newchwang to the south things seem to be improving, and we should shortly look for a fair demand for tonnage. From Wuhu we are given to understand that the export of rice will soon be permitted, so there seems to be a brighter outlook for coasters. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 43s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore via London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Königsberg via London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net. 3s. per ton of 20 cwt. net for above three ports. New York, by sail, 19s. nominal. New York via Pacific, 1½ gold cents per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York via Suez, 27s. 6d. general cargo, 10s. extra for Turmeric, 27s. 6d. for tea. Boston, 35s. general cargo, 10s. extra for Turmeric, 40s. for tea. Philadelphia, 35s. general cargo, 10s.

extra for Turmeric, 40s. for tea. Coast rates.—Mojito to Shanghai \$1.40 per ton coal, nominal; Nagasaki to Shanghai \$1.40 per ton coal, nominal; Newchwang to Kobe little doing; Newchwang to Swatow little doing; Newchwang to Canton little doing; Wuhu to Canton closed.

**VESSELS ON THE BERTH.**

For LONDON.—Benlarig (str.), Alesia (str.), Andalusia (str.), Coromandel (str.), Antenor (str.), Tamba Maru (str.), Formosa (str.), Kanagawa Maru (str.).  
For BREMEN.—Darmstadt (str.).  
For MARSEILLE.—Tamba Maru (str.), Laos (str.), Kanagawa Maru (str.).  
For SAN FRANCISCO.—Belgie (str.), Shantung (str.).  
For VANCOUVER.—Empress of China (str.).  
For VICTORIA, B. C.—Olympia (str.).  
For TACOMA.—Olympia (str.).  
For NEW YORK.—Indravelli (str.).  
Macduff (str.), Governor Robie, Adolph Orbig, Paul Revere, Josephus, Mary R. Cushing.  
For HAVRE AND HAMBURG.—Willenberg (str.), Nurnberg (str.), Babelsberg (str.).  
For AUSTRALIA.—Menmuir (str.)

**SHIPPING.****ARRIVALS AND DEPARTURES SINCE LAST MAIL.****HONGKONG.****October—****ARRIVALS.**

1. Lion, French g.-bt., from Kwangchaowan.  
1. Yuensang, British str., from Manila.  
1. Triumph, German str., from Pakhoi.  
1. Shantung, British str., from Java.  
2. Haimun, British str., from Tamsui.  
2. Hanoi, French str., from Touron.  
2. Belgic, British str., from San Francisco.  
2. Olympia, Amr. cruiser, from Manila.  
2. Dagmar, German str., from Iloilo.  
2. Charleston, Amr. cruiser, from Manila.  
2. Olga, Norwegian str., from Cresteana.  
2. Chiyuen, Chinese str., from Canton.  
2. Loongmoon, German str., from Canton.  
3. Hansa, German str., from Aoji.  
3. Kwanglee, Chinese str., from Shanghai.  
3. Whampoa, British str., from Swatow.  
3. Kiangpak, Chinese str., from Swatow.  
3. Bingo Maru, Jap. str., from London.  
3. Miike Maru, Japanese str., from Moji.  
3. Glenfalloch, British str., from Straits.  
4. Esmeralda, British str., from Manila.  
4. Taifu, German str., from Vladivostock.  
4. Nanshan, Amr. str., from Manila.  
4. San Joaquin, Amr. str., from Manila.  
4. Taicheong, German str., from Swatow.  
4. Nanchang, British str., from Canton.  
5. Empress of China, Brit. str., from Vancouver.  
5. Jason, British str., from Straits.  
5. Haitan, British str., from Coast Ports.  
5. Astrid, Norwegian str., from Manila.  
5. Sarpedon, British str., from Liverpool.  
5. Whampoa, British str., from Canton.  
5. Kwanglee, Chinese str., from Canton.  
5. Glenearn, British str., from Cebu.  
5. Grafton, British cruiser, from Weihaiwei.  
5. Strathmore, British str., from New York.  
5. Hermes, Norwegian str., from Canton.  
5. Arizona, U.S. transport, from Manila.  
6. Trieste, Austrian str., from Kobe.  
6. Marie Jebson, German str., from Hongay.  
6. P. C. C. Kiao, British str., from Bangkok.  
6. Choysang, British str., from Shanghai.  
6. Trym, Norwegian str., from Moji.  
6. Kwanglee, Chinese str., from Canton.  
6. Indravelli, British str., from Amoy.  
6. Laos, French str., from Shanghai.  
7. Antenor, British str., from Shanghai.  
7. Lipu, French g.-bt., from Kwangchaowan.  
7. Meefoo, Chinese str., from Shanghai.  
7. Seitoku Maru, Japanese str., from Swatow.  
7. Chowfa, British str., from Bangkok.  
7. Benalder, British str., from London.  
7. Monmouthshire, British str., from Y'hama.  
7. Tetartos, German str., from Moji.  
7. Kutsang, British str., from Calcutta.

**October—****DEPARTURES.**

1. Ballarat, British str., for Europe.  
1. Manila, British str., for London.  
1. Daphne, German str., for Nagasaki.  
1. Circassian Prince, Brit. str., for Bangkok.  
1. Chelydra, British str., for Calcutta.  
1. Rohilla, British str., for Nagasaki.  
1. Cheang H. Kian, British str., for Amoy.  
1. Parramatta, British str., for Shanghai.  
2. Holstein, German str., for Saigon.  
2. Michael Jebson, German str., for Pakhoi.

2. Hermes, Norw. str., for Canton.  
3. H.M.S. Bleunheim, for England.  
3. Liberal, Portuguese g.-bt., for Japan.  
3. Ariake Maru, Jap. str., for Kutchinotzu.  
3. Lion, French g.-bt., for Kwangchaowan.  
3. Cathay, Danish str., for Bangkok.  
3. Tailee, German str., for Manila.  
3. Kwanglee, Chinese str., for Canton.  
3. Wingsang, British str., for Swatow.  
4. Chw'nshan, British str., for Hongay.  
4. Foochow, British str., for Sourabaya.  
4. Ichang, British str., for Cebu.  
4. Kiangpak, Chinese str., for Swatow.  
4. Oxus, British str., for Newchwang.  
4. Immortalite, British cr., for a cruise.  
4. Miike Maru, Jap. str., for Bombay.  
5. Tsinan, British steamer, for Australia.  
5. Haimun, British str., for Swatow.  
5. Triumph, German str., for Hoihow.  
5. Hanoi, French str., for Hoihow.  
5. Oxus, British str., for Newchwang.  
5. Olga, British str., for Nagasaki.  
5. Chiyuen, Chinese str., for Shanghai.  
5. Loongmoon, German str., for Shanghai.  
5. Kachidate Maru, Jap. str., for Moji.  
5. Bingo Maru, Jap. str., for Nagasaki.  
5. Shini Maru, Japanese str., for Kobe.  
6. Whampoa, British str., for Shanghai.  
6. Glenfalloch, British str., for Amoy.  
6. Zweena, British str., for Swatow.  
6. Hermes, Norw. str., for Hongay.  
6. Atlantic, German bark, for Rajang.  
6. Kwanglee, Chinese str., for Tientsin.  
6. Taicheong, German str., for Swatow.  
6. Sabine Rickmers, Ger. str., for Swatow.  
6. Nanchang, British str., for Tientsin.  
6. Letimbro, Italian str., for Bombay.  
6. Changsha, British str., for Kobe.  
6. Riojun Maru, Jap. str., for Seattle.  
6. Siegfried, German str., for Amoy.  
6. Choysang, British str., for Canton.  
7. Phranang, British str., for Yokohama.  
7. Sarpedon, British str., for Shanghai.  
7. Gov. Robie, Amr. ship, for New York.  
7. Strathmore, British str., for Shanghai.  
7. Haitan, British str., for Coast Ports.  
7. Guthrie, British str., for Yokohama.  
7. Trieste, Austrian str., for Singapore.  
7. Jason, British str., for Shanghai.  
7. Meefoo, Chinese str., for Canton.  
7. Phoenix, Norwegian str., for Canton.

**PASSENGER LIST.****ARRIVED.**

Per *Lightning*, from Calcutta, &c., Messrs. C. P. Chater and Murphy.

Per *Tsinan*, from Moji, Mr. and Mrs. Furgeson, Mrs. Furgeson, and Mrs. S. Jones.

Per *Ballaarat*, from Shanghai, Messrs. Baker, Vickajer, Moyle, Sergt. Newsome, Messrs. Lenglaize and Kang Yu Wei, Mr. and Mrs. Carleson and infant, Miss Lindblad, Messrs. H. Cockburn and Gritti, Misses Williamson and Chill.

Per *Changsha*, from Australia, Mrs. A. D. Maxwell, Mrs. D. Hoste, Misses Kidman, Ferguson, Werner, and O. Rimi, Messrs. O. G. Roberts, W. Waters, Schmehlscheck, D. Hoste, Master Hoste, Messrs. W. Wilmer, R. F. Glover, and M. Yessa.

Per *Parramatta*, for Hongkong from London, Lieut. A. S. Chambers, R.N., Mr. B. James, Lieut. E. Kelly, R.N., Lieut. J. E. Armstrong, R.N., Messrs. S. Clausen, Ford, F. Grey, R. H. Macdonald, F. G. Kell, Capt. W. A. Harris, R.M.L.I., Lieut. E. Wray, R.M.L.I., Capt. J. W. P. Dyer, R.M.A.; from Gibraltar, Lieut. Silva, Rev. J. A. Costa, Rev. A. H. Farts; from Marseilles, Mr. Ashton, Lord Chas. Beresford; from Brindisi, Mr. E. T. C. Werner; from Bombay, Mr. F. Moffatt; from Singapore, Mr. H. W. Andrews, Sisters L. Meneghatti and M. Barretto, Mr. W. A. Dawley, Mr. and Mrs. Choo Chee Leng, and Mr. O. Hagedorn. For Yokohama from London, Mr. M. Finch, Misses Finch and E. Finch, and Mr. Campbell; from Bombay, Lieut. W. E. Young. For Shanghai from London, Mrs. Newmarch, Miss Massey, Messrs. Knowles, C. C. A. Kirke, A. J. Flaherty, W. Hewlett, H. H. Bristow, H. Porter, C. A. W. Rose, G. P. Peachy, F. G. Hancock, O. Von Warmb, and R. P. Sathill; from Marseilles, Mr. R. Buch; from Singapore, Mr. W. A. Hertz.

Per *Manila*, from Yokohama for Hongkong, Mr. Buxton; for London, Messrs. Colman, Hardcastle, Petch, Hall, Coe, Rin, Brady, Moore, and Kelly; from Shanghai for London, Mr. and



Mrs. Pettison; from Foochow for Hongkong, Mr. Greig; for London, Mrs. Jeffrey and two children; from Amoy for Hongkong, Mr. Consul Gardiner, C.M.G.; for London, Mrs. Laird and child; for Singapore, 415 Chinese.

Per *Haimun*, from Tamsui, &c., Rev. H. Ziegele, and Mr. H. Studley.

Per *Belgie*, from San Francisco, Mr. and Mrs. Ed. Wildman, Mrs. H. W. Gale and 3 daughters, Mrs. W. P. Elliot, Messrs. T. W. Cavendish, H. Skott, and Chris. Hilbert; from Honolulu, Mrs. W. H. Whiting and daughter; from Yokohama, Mr. C. E. Ray, Mrs. J. A. Norris, Mrs. N. E. Irwin, Mrs. John Gibson, Mrs. C. W. Vance, Mr. O. Heim, and Miss Akio; from Nagasaki, Mr. L. Mallory; from Shanghai, Mrs. H. Stone, and Mr. Lau Chong.

Per *Kwanglee*, from Shanghai, Messrs. Petit, Black, Quincy and 2 daughters.

Per *Bing Maru*, from London, &c., Miss K. Bland.

Per *Esmeralda*, from Manila, Admiral and Mrs. P. Montojo, Lieut. P. Montojo Miss Maria Montojo, Miss Blanco Montojo, Miss Lol Montojo, Miss Montojo, Commodore E. Sostoa y Ordonez, S.N., Mr. and Mrs. Chapuli, Miss Consuelo Tonaloyes, Mr. and Mrs. Ramon Calvo, Mrs. P. Garcia, Misses D. Padriau, M. Royara, Colonel and Mrs. Pedro Real and 2 children, Mrs. E. Espinosa Montero and child, Lieut. A. Alonso Morgado, Messrs. Marcelino Suzio, M. Laneyo, M. Perez Antolin, Col. A. Victory, Messrs. F. Aligre, V. Barante, T. Banda, Luis Calvo, P. Villar, T. Ganido, M. Charvet, A. T. de Souza, E. Kornbeck, Frank Halstead, Lieut. Borchard, I.G.N., Mr. G. Brockmaun, Dr. Hykes, Messrs. M. G. Egan, R. Campomanes, E. Rodriguez, Carlos Alonzo, A. Ramirez, A. Yleim, F. Bertran, C. Guillema, Casildo Caballero, Angel Penalva, A. Dumiano, G. Pangelman, Alphonso Pichon, L. Peiffer, and Schroder.

Per *Haitan*, from Coast Ports, Miss Fairall, Messrs. Gray Donald, and S. Kobayaski, Rev. F. Ramon Bueno and 132 Chinese.

Per *Gleearn*, from Cebu, Capt. Roupe.

Per *Empress of China*, from Vancouver, &c., Col. J. Weir, Miss Morrison, Miss Holbrow, Rev. and Mrs. Edwards, Mr. and Mrs. Nune-macker, Messrs. G. Vogel, F. W. Cookley, E. M. Hand, W. C. Kaelin, Lieut. Cowper, R.N., Miss Hill, Mr. F. R. Robertson, Capt. Carey, Mrs. Mumford and 2 children, Mr. A. S. Knobs, Capt. Thwaites, Mrs. Langhorn and 2 children, Capt. H. S. Langhorn, Mr. and Mrs. Gordon, Mr. L. Gordon, Mr. and Mrs. E. W. Brown, Mrs. Thistlewaite and child, Capt. Simonds, Messrs. J. Hilder and H. C. Field, Miss A. Crocker, Capt. P. S. Dyson, Mr. and Mrs. Ellis, Miss B. Ellis, Miss Frank, Messrs. A. S. Anton, P. G. Davies, G. D. Campbell, Dr. J. A. Lowson, Mr. H. Arthur, Corpl Tomlipson, Messrs. H. S. Moberley, W. A. L. Lethbridge, E. C. Hochappel, and Y. Cheng.

Per *Choyang*, from Shanghai, &c., Mrs. and Master Brady (for Canton) and Mr. Wicking.

Per *Laos*, for Hongkong from Shanghai, Messrs. J. Tetsch, Henry Smith, B. F. Mould, H. A. Brown, K. H. Young, Y. Yokoyama, Miss Agnes Kalé Hamper, Mr. Spiller, Mrs. Sote, Mrs. Krowley, and Mr. Leon Muller; from Yokohama, Messrs. Moure, Ogilia, Shodsko, and Lapré; from Kobe, Miss Lewis, and Mrs. En-selle. For Saigon from Yokohama, Messrs. Bourraque, Morris, de Ligny, Teilhard, Touchard, and Lac; from Shanghai, Mr. Redlich. For Singapore from Yokohama, Messrs. Ellis, Kato, Lin, Miss Saito, and Mr. Woda. For Colombo from Shanghai, Misses L. Trevon and F. Fuller; from Nagasaki, Messrs. Krapotkin and Makewsky. For Bombay from Yokohama, Messrs. Miykawa and Crawford. For Port Said from Shanghai, Mr. Molkanoff. For Marseilles from Shanghai, Messrs. Reding and A. Lau, Mrs. W. S. Murray and 2 children, Messrs. Hermann Baetke, M. Lössmann, A. Toepper, J. P. Hiribara, Consul Frér Lou, Mrs. Frandon, Mrs. Allen, Mr. Magnan, Mrs. Vanderpool, Mrs. Dryon, and Mrs. Lee; from Yokohama, Messrs. Glasser, Splonde, Matsouka, and Buandean.

## DEPARTED.

Per *Ballaarat*, from Hongkong for Singapore, Mr. A. J. Reed, Dr. J. W. Egbert, Messrs. A. E. Baker and T. Moyle; for Marseilles, Mr. Vicente Cuervo; for London, Messrs. H. C. Connor and Campston. From Shanghai for

Penang, Miss Chill; for Colombo, Miss William-son; for Venice, Mr. A. Gritti; for Marseilles, Mr. H. Cockburn; for London, Mr. and Mrs. Carleson and child. From Yokohama for Singapore, Capt. Longhurst.

Per *Parramatta*, for Shanghai from Hongkong, Mr. O. L. Rein, Misses Ferguson, Kidman, and Werner, Mr. and Mrs. Hoste and child, Messrs. L. Poltorazky, W. E. Dunn, E. de Aparicio; from London, Mrs. Newmarch, Miss Massey, Messrs. Knowles, C. C. A. Kirke, A. J. Flaherty, W. Hewlett, H. H. Bristow, H. Porter, C. A. W. Rose, P. G. Peachey, F. G. Hancock, O. Von Wunnt, Tuthill, F. Grey, and R. H. Macdonald; from Marseilles, Mr. R. Buch, and Lord Chasles Beresford; from Brindisi, Mr. E. T. C. Werner; from Singapore, Mr. W. A. Hartz.

Per *Rohilla*, for Kobe from Hongkong, Mr. D. Goh. For Yokohama from Hongkong, Messrs. W. A. Harper and Schnellitscheck; from London, Mr. M. Finch, Miss Finch, and Mr. Campbell; from Marseilles, Miss E. Finch; from Bombay, Lieut. W. E. Young.

Per *Tainan*, for Sydney, Hon. and Mrs. J. H. Ferguson, Miss Ferguson, Mrs. Jones, Messrs. A. R. Forbes and A. Wilson.

Per *Changsha*, for Kobe, Messrs. O. G. Roberts, J. Harvie, and Dr. Obremsky.

Per *Bingo Maru*, for Yokohama, Mr. and Mrs. Davies, Messrs. E. O. Levian, O. Delf, Y. Yasoka, M. Esaki, Robins, Schroeter, Enomoto, F. H. Hunt, Mihara, Sawa, and Lieut. Bouchara.

## SHIPPING IN PORT.

## HONGKONG.

## STEAMERS.

Antenor, British str., 3,562, Jackson, Oct. 7, Butterfield & Swire  
Astrid, Norwegian str., 976, Elligers, Oct. 5, M. A. A. de Souza & Co.  
Belgie, British steamer, 2,625, Rinder, Oct. 2, O. & O. S. S. Co.  
Benalder, British str., 1,958, Sarchet, Oct. 7, Gibb, Livingston & Co.  
China, German str., 1,275, Schipper, Sept. 30, Siemssen & Co.  
Chowfa, British str., 1,056, Williamson, Oct. 7, Butterfield & Swire  
Dagmar, Norwegian str., 921, Neilssen, Oct. 2, Ostasiatische Handels-Gesellschaft  
Empress of China, British str., 3,303, Archibald, Oct. 5, C. P. R. Co.  
Esmeralda, British str., 966, Tayler, Oct. 4, Shewan, Tomes & Co.  
Fatshan, British str., 1,452, J. Dick, H. C., & M. Steamboat Co., for Canton  
Formosa, British str., 698, Douglas, Sept. 25, Douglas Lapraik & Co.  
Gleearn, British str., 1,424, Murray, Oct. 5, Jardine, Matheson & Co.  
Hankow, British str., 2,235, C. V. Lloyd, Butterfield & Swire, for Canton  
Hansa, German steamer, 1,202, Martz, Oct. 3, Carlowitz & Co.  
Heungshan, British steamer, 1,054, J. Smith, H. C., & M. Steamboat Co., for Macao  
Honam, British str., 1,344, W. S. Goggin, H. C., & M. Steamboat Co., for Canton  
Hongkong, French str., 639, Bastian, Sept. 31, A. R. Marty  
Independent, German str., 906, Holtz, Sept. 24, Order  
Indravelli, British str., 3,152, Norman, Oct. 6, Jardine, Matheson & Co.  
Isidoro Pons, Spanish str., 525, Roses, April 14, Order  
Kutsang, British str., 1,495, Bradley, Oct. 7, Jardine, Matheson & Co.  
Kwanglee, Chinese str., 1,505, Lincoln, Oct. 6, C. M. S. N. Co.  
Laos, French steamer, 2,300, Flandin, Oct. 6, Messageries Maritimes  
Lightning, British str., 2,124, Spence, Sept. 30, D. Sassoon, Sons & Co.  
Marie Jebsen, Ger. str., 1,771, Matheson, Oct. 6, Jebsen & Co.  
Monmouthshire, Brit. str., 1,871, Evans, Oct. 7, Shewan, Tomes & Co.  
Nanshan, American str., 9,304, Stovell, Oct. 4, Bradley & Co.  
Nord, Norwegian steamer, 667, Enger, Sept. 30, Dodwell, Carlill & Co.  
Phra C. C. Klao, British str., 1,012, Pigot, Oct. 6, Yuen Fat Hong

Pronto, German steamer, 632, Meyer, Sept. 24, Siemssen & Co.

Rio, German str., 1,109, Christensen, Sept. 23, Jebsen & Co.

San Joaquin, Amr. str., 335, Sturrieta, Oct. 4, Arratoon V. Apear & Co.

Seitoku Maru, Jap. str., 898, Nishiiwi, Oct. 7, Order

Shantung, British str., 1,835, Frampton, Oct. 1, Butterfield & Swire

Tai Fu, German str., 1,065, Scrudt, Oct. 4, Meyer & Co.

Tegrier, Norw. str., 1,008, Wilhelmsen, Sept. 24, Geo. R. Stevens

Tetartos, German str., 1,812, Cornelsen, Oct. 7, Siemssen & Co.

Trym, Norwegian str., 710, Hannestad, Oct. 6, Order

Yuensang, British str., 1,105, Rolfe, Oct. 1, Jardine, Matheson & Co.

## SAILING VESSELS.

Adolf Obris, Amr. bark, 1,302, Armstrong, July 30, Standard Oil Co.

Iranian, British ship, 2,786, Wall, Aug. 27, Standard Oil Co.

Josephus, Amr. ship, 1,397, Park, Aug. 20, Standard Oil Co.

Mary L. Cushing, Amr. ship, 1,575, Pendleton, June 8, Order

Prince Arthur, Norw. bark, 1,598, Olsen, July 3, Order

St. James, Amr. bark, 1,453, Tapley, July 30, Standard Oil Co.

Santa Cruz, American sch., 99, O'Keefe, Aug. 18, Order

Windsor Castle, British bark, 613, Low, Sept. 19, Ostasiatische Handels-Gesellschaft

## SHANGHAI.

In Port on 3rd October, 1898.

Antenor, British str., 3,562, Jackson, Sept. 30, Butterfield & Swire

Arethuse, British str., 685, Baredge, April 29, Messageries Maritimes

Asosan Maru, Jap. str., 1,211, Tasaka, Sept. 29, M. B. Kaisha

Aurora, Siamese bark, 308, Bertuzzi, Aug. 14, M. A. Petersen

Benlarig, British str., 1,453, Knoble, Sept. 28, Gibb, Livingston & Co.

Chefoo, British str., 684, Everest, Sept. 23, Butterfield & Swire

Chihli, British str., 1,158, Newcomb, Sept. 16, Butterfield & Swire

Chinking, British str., 1,241, Vaughan, Sept. 30, Butterfield & Swire

Contest, British bark, 436, Soderman, Sept. 27, Nils Moller and Sons

Coromandel, British str., 2,783, Tillard, Sept. 20, P. & O. S. N. Co.

Darmstadt, German str., 3,161, Koenemann, Sept. 26, Melchers & Co.

Deuteros, German str., 1,001, Desler, Sept. 25, Siemssen & Co.

Dunfermline, British ship, 2,773, Woogward, Aug. 14, Standard Oil Co.

Esang, British steamer, 1,127, Tadd, Sept. 30, Jardine, Matheson & Co.

Feiching, Chinese str., 930, Symons, Sept. 27, C. M. S. N. Co.

Flintshire, British str., 2,476, Dwyer, Sept. 29, Shewan, Tomes & Co.

John Sanderson, British str., 2,076, Smith, Sept. 29, Shewan, Tomes & Co.

Kansu, British str., 1,158, Sommerville, Sept. 30, Butterfield & Swire

Kashing, British str., 1,158, Hopkins, Sept. 25, Butterfield & Swire

Kintuck, British str., 2,881, Perrolle, Sept. 30, C. Mutual S. N. Co.

Hué (Wooning), French str., 746, Meales, July 26, Martz & d'Abbadie

Hydaspes, British str., 1,919, Daniel, April 25, P. & O. S. N. Co.

Kitty, British bark, 782, Maher, Aug. 29, Hopkins, Dunn & Co.

Kinkiang, British str., 1,240, Arnold, Sept. 28, Butterfield & Swire

Laos, French steamer, 2,331, Flandin, Sept. 18, Messageries Maritimes

Leayuen, Chinese str., 618, Johns, Sept. 30, C. M. S. N. Co.

Lycmoon, Ger. str., 1,238, Heuermann, Sept. 27, Siemssen & Co.

Macduff, British str., 1,882, Thomson, Sept. 14, Dodwell, Carlill & Co.

Meifoo, Chinese str., 1,335, Frigast, Sept. 27, C. M. S. N. Co.



Osaka, British bark, 517, Hansson, Sept. 22,  
Nils Moller & Sons  
Paul Revere, Amr. ship, 1,640, Mullen, Aug. 12,  
Standard Oil Co  
Peiyang, German str., 953, Kohler, Sept. 30,  
Siemssen & Co  
Perseverance, British ship, 1,766, Macintyre,  
Sept. 6, Standard Oil Co  
St. Helens, British str., 2,580, Luckham, Sept. 27,  
Meyer, Lemke & Co  
Szechuen, Brit. str., 1,158, Pennefather, Sept. 28,  
Butterfield & Swire  
Tamsui, British steamer, 919, Hards, Sept. 26,  
Butterfield & Swire  
Velocity, British bark, 491, Hudson, Sept. 30,  
Nils Moller and Sons  
W. H. Conner, Amr. bark, 1,423, Erskine, Sept.  
13, Standard Oil Co

## KOBE.

In Port on 29th September, 1898.

Akashi Maru, Jap. str., 856, Goko, Aug. 6,  
Osaka Shosen Kaisha  
Alex. Gibson, Amr. ship, 2,194, Colley, Aug. 31,  
Delacamp & Co  
Alesia, German str., 3,312, Meyerdiercks, Sept.  
26, C. Illies & Co  
Caradoc, British bark, 2,409, Jones, July 28,  
Standard Oil Co  
Chuyetsu Maru, Jap. str., 927, Mori, Sept. 24,  
Chinese  
Englehorn, British bark, 2,374, Andrews, June  
26, Standard Oil Co  
Kanagawa Maru, Jap. str., 3,812, McKenzie,  
Sept. 23, Nippon Yusen Kaisha  
Mannell Llaguno, Amr. ship, 1,650, Small, Sept.  
10, Delacampo & Co  
Menmuir, British str., 1,296, McArthur, Sept.  
26, Cornes & Co  
Nagato Maru, Jap. str., 1,141, Tsuji, July 28,  
Nippon Yusen Kaisha  
Osborne, British bark, 2,980, Scott, Aug. 18,  
Standard Oil Co  
St. Jerome, British str., 1,845, Reid, Sept. 24,  
Sale & Co  
Seiko Maru, Japanese steamer, 1,033, Sept. 23,  
Chinese  
Stronsa, British ship, 1,939, Henning, Sept. 20,  
Browne & Co  
Taiwan Maru, Japanese str., 1,109, Sept. 27,  
Chinese  
Takao Maru, Jap. str., 995, Takemura, Sept. 25,  
Osaka Shosen Kaisha  
Tairen Maru, Jap. str., 1,894, Kato, Sept. 27,  
Nippon Yusen Kaisha  
Trieste, Austrian str., 3,203, Mitis, Sept. 26,  
Browne & Co  
Wakanoura Maru, Jap. str., 1,556, Horton, Sept.  
27, Nippon Yusen Kaisha  
Walter H. Wilson, British bark, 2,461, Dolij,  
Sept. 26, Standard Oil Co

## YOKOHAMA.

In Port on 28th September, 1898.

Cowrie, British str., 3,155, Parsons, Sept. 23,  
Samuel, Samuel & Co  
Diana, American sch., 72, Petersen, Oct. 6,  
Captain  
Esmeralda, British sch., 130, Harrison, Aug. 4,  
Jardine, Matheson & Co  
Formosa, British str., 2,615, Cubitt, Oct. 18,  
P. & O. S. N. Co  
Heathfield, British bark, 1,534, McKenzie, Sept.  
12, Captain  
John McDonald, Amr. ship, 2,172, Storor, Aug.  
12, Standard Oil Co  
Marguerite Else, French bark, 1,225, Cezard,  
Aug. 20, C. & J. Fravre-Braudt  
Menelaus, British str., 2,778, Towell, Sept. 21,  
Butterfield & Swire  
Monmouthshire, Brit. str., 1,872, Evans, Sept. 25,  
Samuel Samuel & Co  
Natal, French steamer, 2,073, Remes, Sept. 20,  
M. M. Co  
Rosetta, British str., 2,039, Bishop, Sept. 24,  
P. & O. S. N. Co  
Samuel Skolfield, Amr. ship, 1,435, Hall, Sept. 1,  
Standard Oil Co  
Victor, Norwegian bark, 532, Terjesen, Sept. 6,  
Jardine, Matheson & Co  
Wittenberg, Ger. str., 2,363, Madsen, Sept. 23,  
C. Illies & Co

HER BRITANNIC MAJESTY'S SHIPS  
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 12 guns, 2,000 h.p.,  
Capt. Smith-Dorrien, at Weihaiwei  
Algerine, sloop, 13 guns, 1,805 h.p., Lieut.-Com.  
E. H. Grafton, at Shanghai

Archer, cruiser, 14 guns, 3,500 h.p., Comd. C.  
E. Kingsmill, at Behring Sea  
Barfleur, battleship, 14 guns, 13,000 h.p., Capt.  
R. N. Custance, at Hongkong  
Bonaventure, cruiser, 10 guns, 9,000 h.p., Com.  
R. A. J. Montgomerie, at Hongkong  
Centurion, flagship, 41 guns, 13,000 h.p., Capt.  
Jellicoe, at Weihaiwei  
Daphne, sloop, 14 guns, 2,000 h.p., Com. C.  
Winnington-Ingram, at Batavia  
Esk, gun-vessel, 3 guns, 340 h.p., Lieut.-Com.  
Chadwick, at Shanghai  
Fame, torpedo-boat destroyer, 6 guns, 4,000 h.p.,  
Lieut. H. A. Gillet, at Weihaiwei  
Firebrand, gun-vessel, 6 guns, 360 h.p., in  
Reserve, at Hongkong  
Grafton, protected cruiser, 36 guns, 7,350 h.p.,  
Capt. Ewart, at Hongkong  
Handy, torpedo-boat destroyer, 6 guns, 4,000  
h.p., Lieut. A. Gillespie, at Weihaiwei  
Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p.,  
Lieut. H. F. Shakespeare, at Weihaiwei  
Hermione, cruiser, 10 guns, 9,000 h.p., Captain  
Callaghan, at Shanghai  
Humber, storeship, Lieutenant Plumer, at  
Tamsui  
Immortalité, armoured cruiser, 34 guns, 8,500  
h.p., Capt. Ed. Chichester, at Hongkong  
Iphigenia, cruiser, 17 guns, 9,000 h.p., Capt. H.  
N. Dudding, at Shanghai  
Linnet, gun-vessel, 6 guns, 870 h.p., Com. Wm.  
W. Smythe, at Foochow  
Narcissus, armoured cruiser, 34 guns, 8,500 h.p.,  
Com. C. W. C. Forsyth, at Weihaiwei  
Peacock, gunboat, 8 guns, 1,200 h.p., Lieut.-  
Com. St. John, at Manila  
Phoenix, sloop, 13 guns, 1,400 h.p., Capt. R. P.  
Cochrane, at Shanghai  
Pigmy, gunboat, 8 guns, 1,200 h.p., Lieut.-  
Com. C. J. T. Dormer, at Hongkong  
Plover, gunboat, 9 guns, 1,200 h.p., Lieut.-Com.  
De Horsey, at Hongkong  
Powerful, cruiser, 14 guns, 25,000 h.p., Com.  
Hon. H. Lambton, at Manila  
Rattler, gunboat, 8 guns, 1,200 h.p., Lieut. Hon.  
G. A. Hardinge, at Manila  
Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.-  
Com. Grafton, at Behring Sea  
Swift, gunboat, 8 guns, 870 h.p., Capt. Beau-  
mont, at Manila  
Tamar, receiving ship, Commodore Holland,  
at Hongkong  
Tweed, gun-vessel, 3 guns, 340 h.p., at  
Hongkong  
Undaunted, armoured cruiser, 34 guns, 8,500 h.p.,  
Capt. A. C. Clarke, at Weihaiwei  
Victorious, battleship, Captain A. Schomburg,  
at Weihaiwei  
Whiting, torpedo-boat destroyer, 6 guns, 4,000  
h.p., Lieut. Barton, at Taku  
Waterwitch, surveying ship, Lieut.-Com. W.  
Pudsey Dawson, at Weihaiwei  
Wivern, coast defence ship, armoured, 10 guns  
1,000 h.p., at Hongkong

FOREIGN MEN-OF-WAR ON THE  
CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser,  
36 guns, 9,000 h.p., Capt. Molas, at Port  
Arthur  
Aleout, Russian gunboat, 8 guns, 1,200 h.p.,  
Capt. Elkisky, at Vladivostock  
Arcona, German cruiser, 18 guns, 2,400 h.p.,  
Capt. Becker, at Philippines  
Aspic, French gunboat, 6 guns, 453 h.p., Capt.  
Journet, at Along Bay  
Baltimore, American protected cruiser, 10 guns,  
10,664 h.p., Capt. N. M. Dyer, at Manila  
Bayard, French receiving hulk, 36 guns, 4,500  
h.p., Capt. Joannet, at Yokohama  
Bobre, Russian gun-vessel, 13 guns, 1,150 h.p.,  
Capt. Boisman, at Shanghai  
Boston, American cruiser, 8 guns, 4,030 h.p.,  
Capt. F. Wildes, at Manila  
Bruix, French cruiser, Captain Parfait, at  
Saigon  
Brutus, American collier, Lieut. V. L. Cottman,  
at Manila  
Callao, American gunboat, 1 gun, 55 h.p., Lieut.  
B. Tappan, at Manila  
Charleston, Amr. protected cruiser, 8 guns  
6,666 h.p., Captain H. Glass, at Hongkong  
Comete, French gunboat, 6 guns, 450 h.p., Capt.  
Simon, at Saigon  
Concord, Amr. g.-bt., 6 guns, 3,405 h.p., Com. A.  
Walker, at Manila

Cormoran, German cruiser, 12 guns, 2,700 h.p.,  
Capt. Brussatis, at Manila  
Descartes, French cruiser, Capt. M. Bernard,  
at Samsah  
Deutschland, German cruiser, 8,000 h.p., Capt.  
Plachte, at Vladivostock  
Dimitri Donskoy, Russian armoured cruiser, 34  
guns, 7,050 h.p., Com. Witgeft, at V'stock  
Eclairer, French gunboat, 8 guns, 2,050 h.p.,  
Captain Texier, at Along  
Frundsberg, Austrian corvette, Captain L. von  
Ziegler, at Nagasaki  
Gaidamak, Russian torpedo boat, 18 guns, 3,500  
h.p., Capt. Serebrennikff, at Vladivostock  
Gefion, German cruiser, 10 guns, 9,000 h.p.,  
Captain Fohenius, at Vladivostock  
Gremiatschy, Russian armoured cruiser, 12 guns,  
2,000 h.p., Capt. Bubnoff, at Nagasaki  
Irene, German cruiser, 22 guns, 8,000 h.p.,  
Capt. Du Bois, at Nagasaki  
Jean Bart, French cruiser, 10 guns, 8,000 h.p.,  
Capt. Chesmar, at Saigon  
Kaiser, German flagship, 26 guns, 7,503 h.p.,  
Capt. Stubenrauch, at Batavia  
Kaiserin Augusta, German cruiser, 20 guns,  
14,000 h.p., Capt. Koellner, at Hakodate  
Korevitz, Russian cruiser, 9 guns, 2,150 h.p.,  
Capt. Serebriamkoff, at Nagasaki  
Kreiser, Russian cruiser, 18 guns, 1,800 h.p.,  
Com. Tsivinsky, at Nagasaki  
Liberal, Portuguese gunboat, Com. Carvalhosa  
d'Athayde, at Japan  
Lion, French gunboat, de Vaissian, at Hong-  
kong  
Mandjour, Russian cruiser, 14 guns, 1,400 h.p.,  
Capt. Kachaloff, at Vladivostock  
Manila, American gunboat, 2 guns, 750 h.p.,  
Lieut.-Com. F. Singer, at Manila  
Marco Polo, Italian cruiser, Capt. Ed. Inco-  
ronato, at Yokohama  
McCulloch, American dispatch-vessel, 2,400 h.p.,  
Capt. C. L. Hooper, at Manila  
Moere, German gunboat, Captain Merten, at  
Matupi  
Monadnock, Amr. double-turret monitor, 6 guns,  
3,000 h.p., Capt. W. H. Whiting, at Manila  
Monocacy, Amr. cruiser, 6 guns, 850 h.p.,  
Com. O. W. Farenholt, at Shanghai  
Monterey, Amr. double-turret monitor, 4 guns,  
5,244 h.p., Com. E. H. C. Leutze, at Manila  
Navarin, Russian battleship, Capt. Veniche, at  
Vladivostock  
Nero, American collier, Com. Charles Belknap,  
at Manila  
Olympia, American protected cruiser, 14 guns,  
17,313 h.p., Capt. B. P. Lamberton, at Manila  
Otravny, Russian armoured cruiser, 12 guns,  
2,500 h.p., Com. Coprianoff, at Nagasaki  
Pamiat Azova, Russian armoured cr., 36 guns,  
8,000 h.p., Capt. Virenius, at Vladivostock  
Pascal, French cruiser, 14 guns, 8,500 h.p.,  
Capt. de Bretzel, at Manila  
Petrel, Amr. gunboat, 4 guns, 1,095 h.p., Com.  
E. P. Wood, at Manila  
Prinzess Wilhelm, German cruiser, 18 guns,  
8,000 h.p., Capt. Thiele, at Manila  
Raleigh, American protected cruiser, 11 guns,  
10,000 h.p., Capt. J. B. Coghlan, at Manila  
Rossia, Russian cruiser, Capt. Demojiroff, at  
Port Arthur  
Rurik, Russian flagship, 48 guns, 13,500 h.p.,  
Com. Gaoupt, at Nagasaki  
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Barranoff, at Vladivostock  
Sissoi Veliky, Russian battleship, 14 guns, 8,500  
h.p., Capt. Paronago, at Nagasaki  
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p.,  
Capt. Niedermuller, at Nagasaki  
Surprise, French gunboat, 2 guns, 900 h.p.,  
Capt. Plessix, at Saigon  
Vauban, French flagship, 6,150, Capt. Bontet,  
at Haiphong  
Vladimir Monomach, Russian cruiser, Captain  
Prince Ouchtomsky, at Port Arthur  
Vostock, Russian torpedo gunboat, 4 guns, 650  
h.p., Com. Molchousky, at Vladivostock  
Yakout, Russian gunboat, 16 guns, 890 h.p.,  
at Vladivostock  
Vladnik, Russian torpedo-boat, 18 guns, 3,500  
h.p., Capt. Rogulia, at Vladivostock  
Zabiaka, Russian cruiser, 20 guns, 2,000 h.p.,  
Capt. Shkruff, at Port Arthur  
Zafiro, American supply-vessel, Lieut. Walter  
McLean, at Manila

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